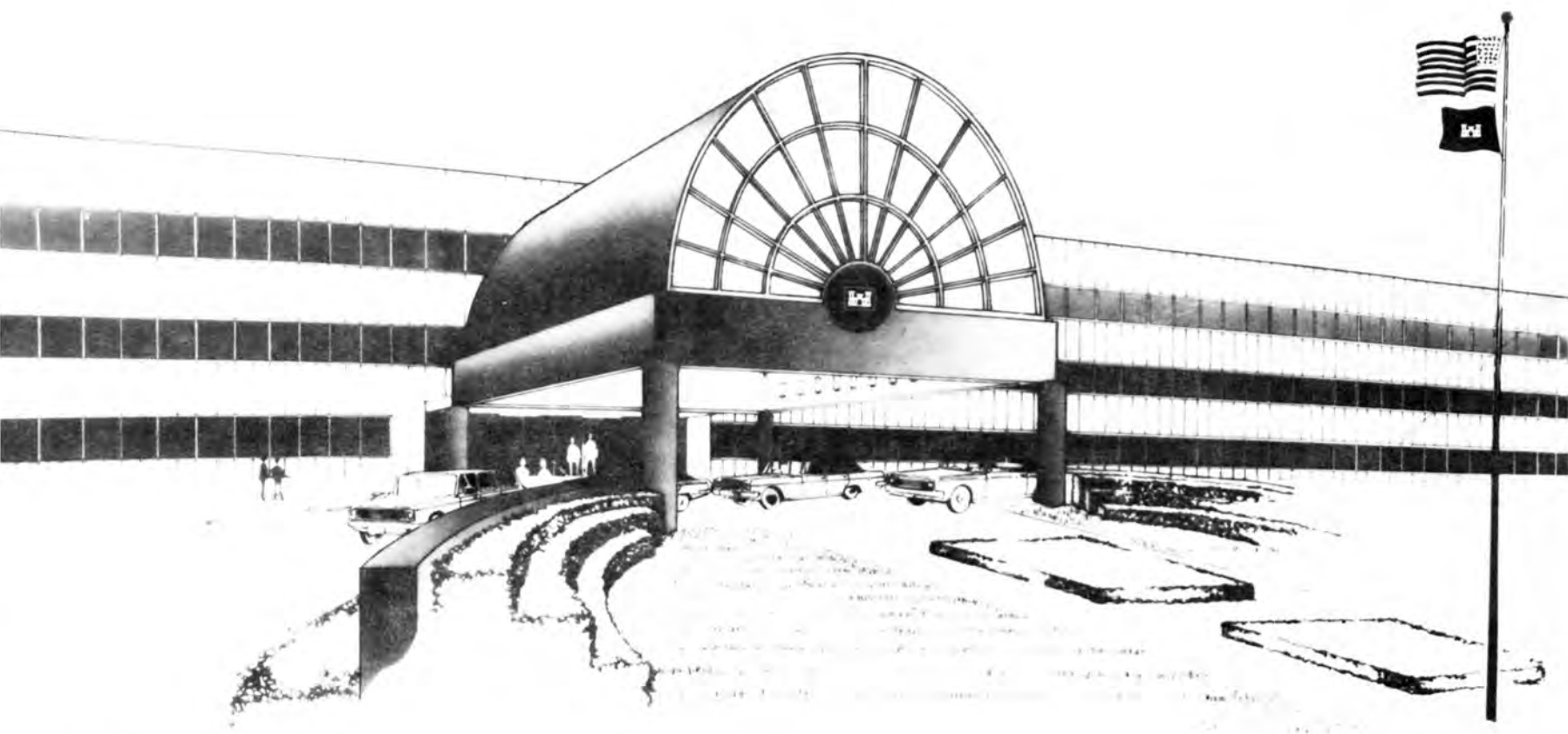


RIVERS AND HARBORS
FLOOD CONTROL PROJECTS
FLOOD CONTROL M.R.& T.

LSU LIBRARY

Project Maps



**US Army Corps
of Engineers**
New Orleans District

PROJECT MAPS

RIVERS AND HARBORS
FLOOD CONTROL PROJECTS
FLOOD CONTROL M.R.&T.

ALEXANDRIA ★

★ BATON ROUGE

★ LAKE CHARLES

★ LAFAYETTE

★
NEW ORLEANS

★ MORGAN CITY



**US Army Corps
of Engineers**

New Orleans District

D 103.2:P94/4/985 X

1 FEBRUARY 1986

NOTICE TO USERS OF THIS BOOK

Engineer Regulations now in effect provide for issuance of Project Maps in loose leaf form and only those maps requiring changes will be revised and printed in subsequent years.

Therefore it is suggested that this copy be preserved in the best condition so that it will serve for several years.

*N.B.: This volume appears to supersede
V. 1 of D 103.2:P 94/4 X
V. 2 of that Class appears to still be current*

*SRB
1/2013*



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160

PROJECT MAPS
1 March 1986

1. Enclosed are the revised copies of 1985 Project Maps showing conditions of improvements to 30 September 1985.
2. These copies will replace present copies now on hand.

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS

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- *Project complete
- **Inactive project
- ***Inactive project, abandonment recommended in H.D. 1692, 64th Congress 2nd Session and H.D. 467, 69th Congress, 1st Session
- ****Maps not available
- *****Public Law 89-670 Transferred bridge alterations to Department of Transportation.
- (a) This project is maintained as part of GIWW
- (b) No work has been performed in U.S. Army Engineer District, New Orleans under this title
- (c) Local interests have not provided rights of way and dumping privileges.
- (d) Deauthorized
- (e) Only maintenance being performed

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS

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(d)Deauthorized

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(d)Deauthorized

(f)Project feature complete. Only Maintenance
being performed

(g)Only maintenance being performed

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS

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*Project complete

**Inactive project

***Inactive project, abandonment recommended in H.D. 1692, 64th Congress, 2nd Session and H.D. 467, 69th Congress, 1st Session.

****Maps not available.

*****Public Law 89-670 Transferred bridge alterations to Department of Transportation

(a)This is a maintenance project and no future work is scheduled.

(b)No work has been performed in U.S. Army Engineer District,

 New Orleans, under this title

(c)Local interests have not provided rights-of way and dumping privileges.

(d)Deauthorized

(g)Only maintenance being performed.

LOUISIANA

GOV. EDWIN W. EDWARDS
BATON ROUGE, LA.
SEN. RUSSELL B. LONG
BATON ROUGE, LA. 1948
SEN. J. BENNETT JOHNSTON
SHREVEPORT, LA. 1972

LEGEND

CONGRESSIONAL DISTRICTS

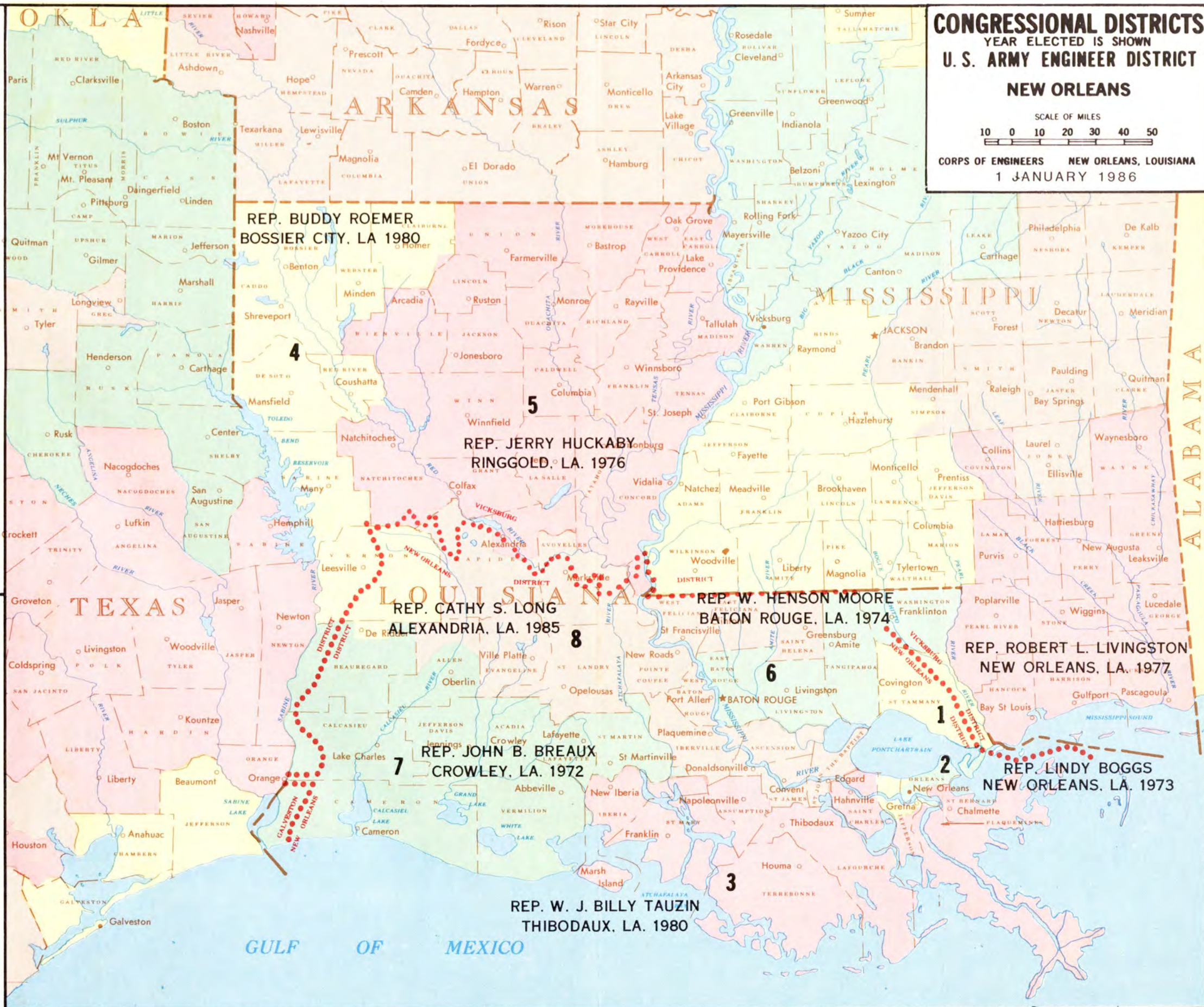
1	2	3	4
5	6	7	8

CORPS OF ENGINEERS
DISTRICT BOUNDARY



CORPS OF ENGINEERS
DISTRICT HEADQUARTERS

NEW ORLEANS





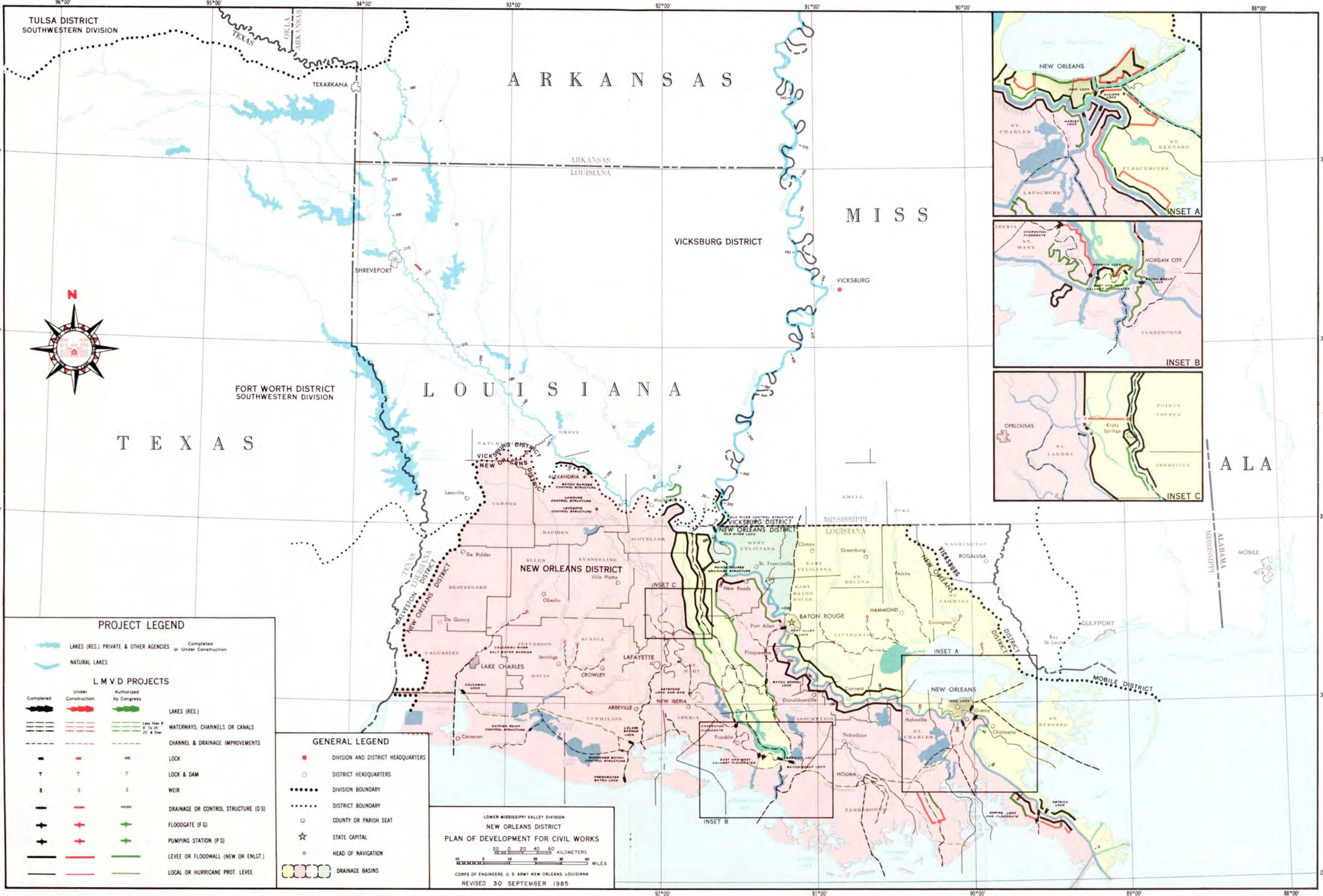
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 - District headquarters
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REVISED 30 SEPTEMBER 1985

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RIVER AND HARBOR IMPROVEMENTS
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OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.



TULSA DISTRICT
SOUTHWESTERN DIVISION

ARKANSAS

ARKANSAS
LOUISIANA

MISSISSIPPI

VICKSBURG DISTRICT

LOUISIANA

FORT WORTH DISTRICT
SOUTHWESTERN DIVISION

TEXAS

NEW ORLEANS DISTRICT

MISSISSIPPI
LOUISIANA

ALABAMA

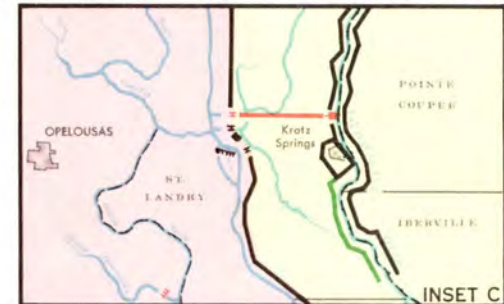
PROJECT LEGEND

- | | | |
|-------------------------|---------------------------------------|-----------|
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| | NATURAL LAKES | |
| L M V D PROJECTS | | |
| | Completed | |
| | Under Construction | |
| | Authorized by Congress | |
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| | WATERWAYS, CHANNELS OR CANALS | |
| | CHANNEL & DRAINAGE IMPROVEMENTS | |
| | LOCK | |
| | LOCK & DAM | |
| | WEIR | |
| | DRAINAGE OR CONTROL STRUCTURE (D/S) | |
| | FLOODGATE (F/G) | |
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| | LEVEE OR FLOODWALL (NEW OR ENLGT.) | |
| | LOCAL OR HURRICANE PROT. LEVEE | |

GENERAL LEGEND

- | | |
|--|------------------------------------|
| | DIVISION AND DISTRICT HEADQUARTERS |
| | DISTRICT HEADQUARTERS |
| | DIVISION BOUNDARY |
| | DISTRICT BOUNDARY |
| | COUNTY OR PARISH SEAT |
| | STATE CAPITAL |
| | HEAD OF NAVIGATION |
| | DRAINAGE BASINS |

LOWER MISSISSIPPI VALLEY DIVISION
NEW ORLEANS DISTRICT
PLAN OF DEVELOPMENT FOR CIVIL WORKS
CORPS OF ENGINEERS, U. S. ARMY NEW ORLEANS, LOUISIANA
REVISED 30 SEPTEMBER 1985



LAKE CHARLES DEEP WATER CHANNE, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1983

Project

Authorized under River and Harbor Acts of 30 August 1935 and 26 August 1937 and provides for the maintenance of channel from Sabine River to Calcasieu River, 30- by 125-feet. Length of improvement, 24.9 miles.

Purpose

To provide a deep water navigation channel from the Port of Lake Charles, La. through the Sabine River, Sabine-Neches Canal, Port Arthur Cnaal and Sabine Pass to the Gulf of Mexico.

Physical Data

Normal range of tide, 2 to 3 inches; flood flows, 1 to 2 feet.

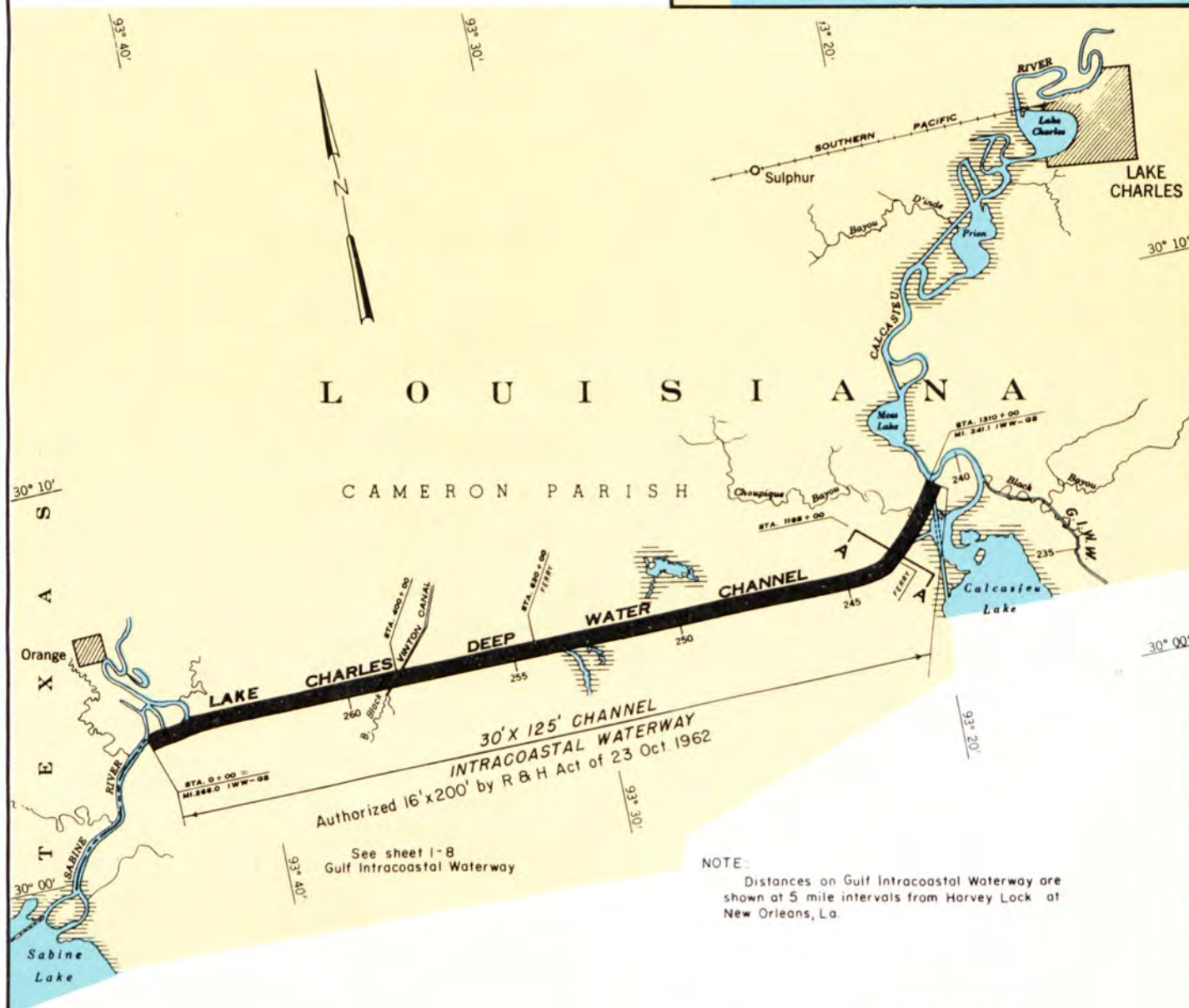
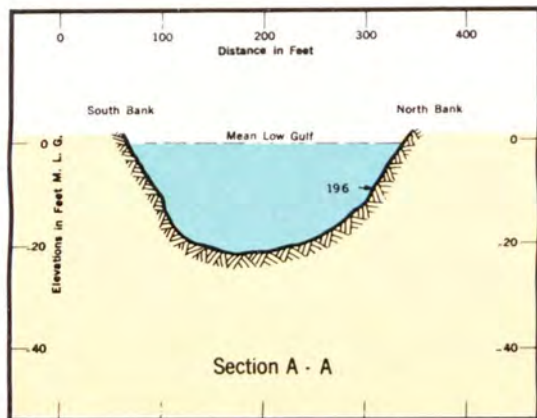
Progress of Work

Last maintenance dredging 1940. Project is 100% complete.

Status

The 30- by 125-foot deep water channel was not maintained after the original Calcasieu ship channel was completed in 1941 from the Gulf to the Intracoastal Waterway.

This project is presently maintained to 12' x 125' as part of the GIWW.



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

LAKE CHARLES DEEP WATER CHANNEL, LA.

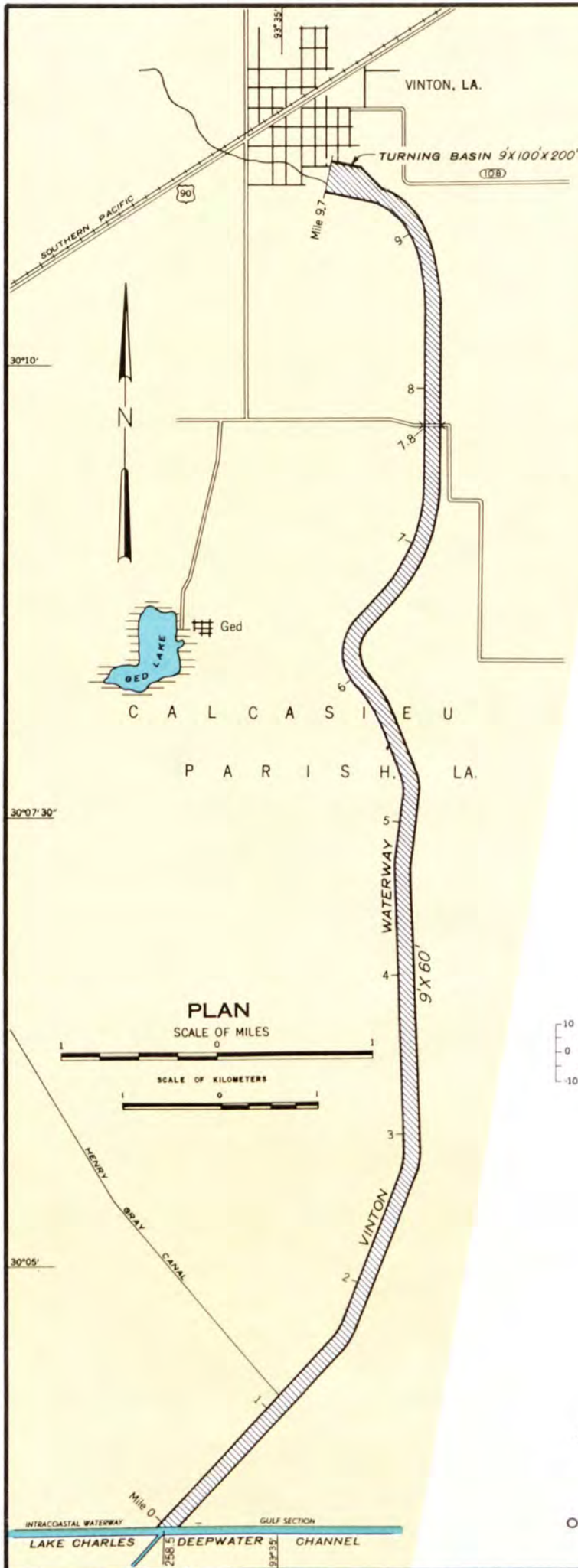
SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.


Revised 30 Sept. 1983

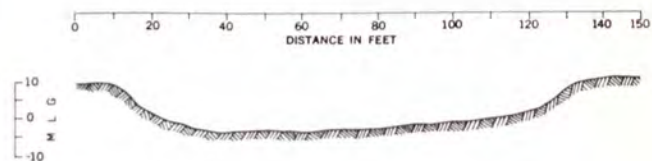
VINTON WATERWAY, LOUISIANA
CONDITIONS OF IMPROVEMENT, 30 SEPTEMBER 1980

"Deauthorized 2 November 1979 under the provisions of Section 12,
Public Law 93-251 (Water Resources Development Act of 1974) as
amended."



LEGEND

 Improvements deauthorized



TYPICAL SECTION

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
VINTON WATERWAY, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1985

Project

River and Harbor Act of 24 July 1946 House Document 190, 79th Congress, 2nd Session and prior River and Harbor Acts, provide for a channel 35 feet deep by 250 feet wide from the wharves of the Lake Charles Harbor and Terminal District (including the Loop around Clooney Island) to the Gulf of Mexico, via Calcasieu Lake and through Calcasieu Pass, a Channel 35 to 37 feet deep and 250 feet wide between the jetties, and an approach channel 37 feet deep and 400 feet wide seaward to the jetties in the Gulf of Mexico; the reconstruction and extension of existing jetties to the 15-foot depth contour if and when it becomes necessary; improvement of the river from Lake Charles to Phillips Bluff by removing logs, snags, overhanging trees and by dredging. Total length of improvement is approximately 102.1 miles.

River and Harbor Act of 14 July 1960 House Document 436, 86th Congress, 2nd Session provides for an approach channel having a depth of 42 feet below mean low Gulf level over a bottom width of 800 feet from the 42-foot depth in the Gulf of Mexico to the jettied channel; a channel between the jetties varying in depth from 40 to 42 feet at the seaward end and shoreline, respectively; over a bottom width of 400 feet; a channel 40 feet deep over a bottom width of 400 feet from the shoreline, mile 0, to the wharves of the port of Lake Charles, mile 34.1; enlargement of the existing turning basin at mile 29.6 to a depth of 40 feet; and a mooring basin about mile 3 having a width of 350 feet, a length of 2,000 feet, and a depth of 40 feet; extension of the existing ship channel at a depth of 35 feet below mean low Gulf level over a bottom width of 250 feet from the wharves of the Port of Lake Charles, mile 34.1, to the vicinity of the bridge on U.S. Highway No. 90, mile 36.0, and a turning basin of the same depth at the upper end having a width of 750 feet and a length of 1,000 feet; and maintenance of the existing channel, 12 feet deep and 200 feet wide, from the ship channel to Cameron, Louisiana, via the old channel of the Calcasieu River.

River and Harbor Act of 23 October 1962 House Document 582, 87th Congress, 2nd Session provides for a salt water barrier structure with five 40-foot tainter gates in a new bypass channel; a parallel channel with a navigation structure and a single sector type gate; an earth closure dam, and a woven lumber type revetment.

The Senate Public Works Committee on 17 December 1970, and the House Public Works Committee on 15 December 1970, adopted resolutions approving the project at Devil's Elbow under the provisions of Section 201 of the Flood Control Act of 1965 (Public Law 89-298; S.D. 91-111). The project is located in Calcasieu Parish in the vicinity of Lake Charles, Louisiana. The plan of improvement consists of enlarging 2.3 miles of the existing industrial channel to a 40-foot depth over a bottom width of 400 feet, a 1/2 mile eastward extension of the enlarged channel, and the construction of a 1,200 foot by 1,400 foot turning basin south of the extended channel at its landward end.

The Calcasieu River at Coon Island, La. project was authorized by the Secretary of the Army under Section 107 of the River and Harbor Act of 1960, as amended by Section 310 and Section 112 of the River and Harbor Acts of 1965 and 1970, respectively. The project consists of deepening and widening, to -40 feet by 200 feet for a distance of 6,943 feet, the existing locally-constructed channel to the west of Coon Island and enlarging the existing turning basin to -40 feet by 750 feet by 1,000 feet.

Purpose

To improve navigation from Gulf of Mexico to Lake Charles Harbor and prevent salt water intrusion.

Physical Data

Under ordinary conditions, the mean range of tide is 10 inches at mouth, diminishing to zero at Phillips Bluff, the extreme range being 14 inches and zero, respectively.

Progress of Work

Completed above Lake Charles in 1906. Dredging under R&H Act 26 August 1937 was completed in 1941.

ACT 24 JULY 1946

Dredging under R&H Acts of 2 March 1945 and 24 July 1946 was completed 25 April 1953. The jetty structure is considered complete unless at a later date it is found necessary to extend the jetties seaward to the 15-foot depth contour, as provided for in the project. Construction of a turning basin a mile 3.0 was completed in 1952 and a turning basin at mile 29.6 was completed in July 1957.

ACT 14 JULY 1960
(Sheet 1-7(1))

Construction under modification of 14 July 1960, initiated 7 April 1962, is 100% complete with 57.7 miles of project channel completed (11 Oct. 1968).

ACT 23 OCTOBER 1962
(Sheet 1-7(2))

Construction of 3,463 linear feet of board revetment, left descending bank of Calcasieu River, mile 43.5 was initiated 26 April 1965 and completed 5 August 1965.

Construction of 1,200 linear feet of board mattress revetment at mile 38.6-L was initiated 22 June 1972 and completed 26 August 1972.

Contract for construction of Calcasieu River salt water barrier control structure and closure dam was awarded 28 May 1965 with initiation of construction 2 July 1965 and is 100% complete (3 Jan 1968).

The project modification is approximately 100% complete.

RESOLUTIONS OF 15 & 17 DEC 1970
(Sheet 1-7(3))

A contract for initial construction was awarded 29 June 1976. Construction was completed in September 1978.

Dredged Material Disposal

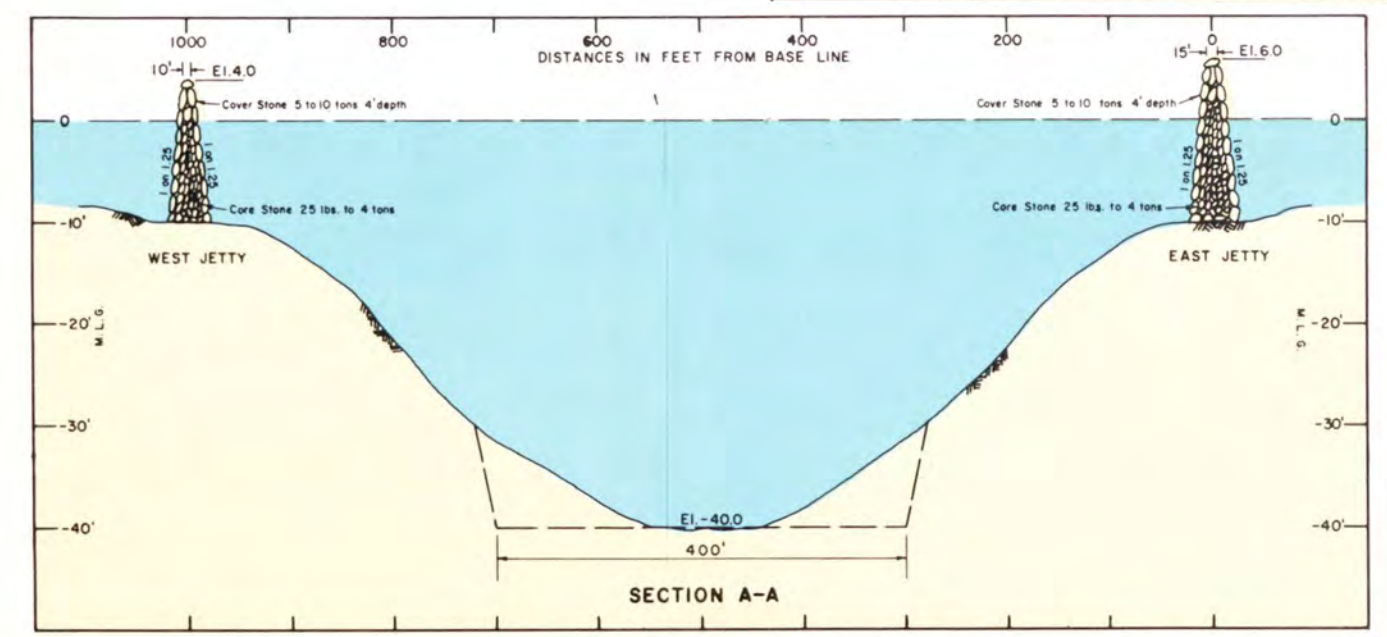
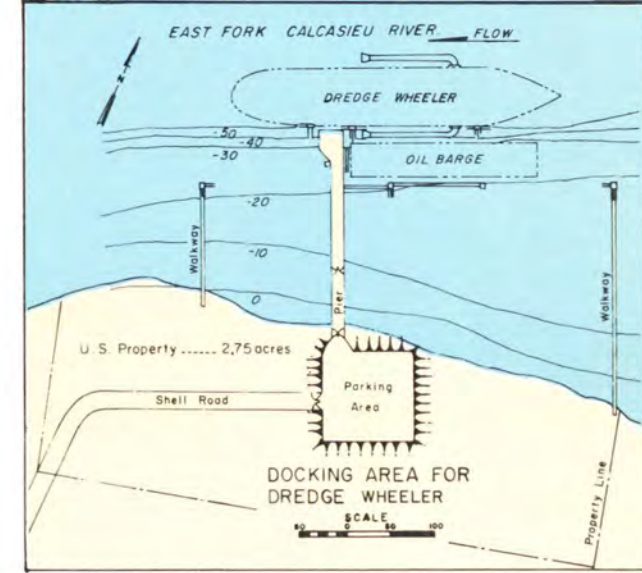
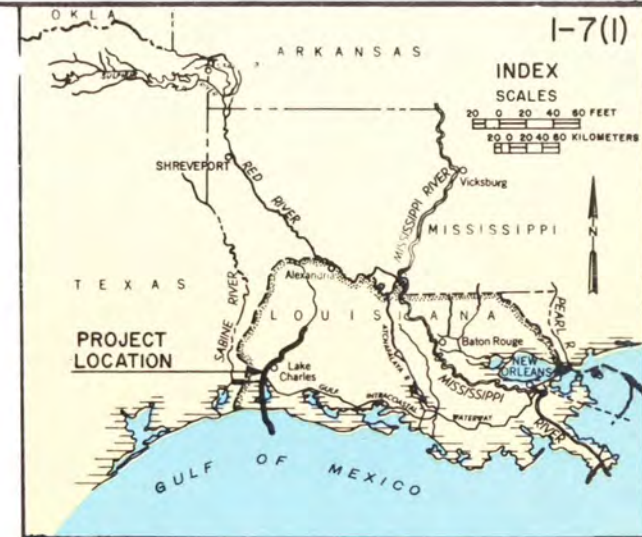
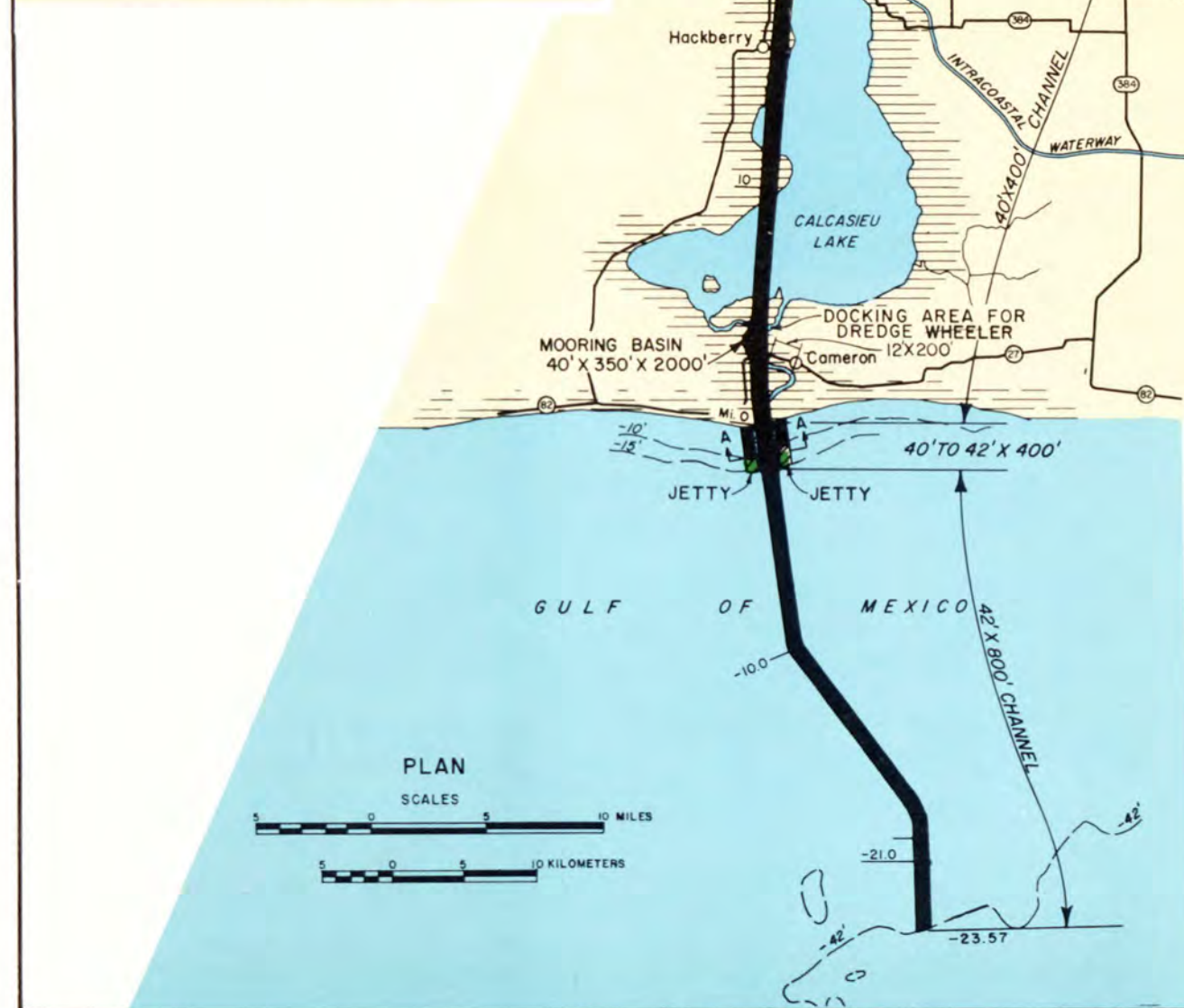
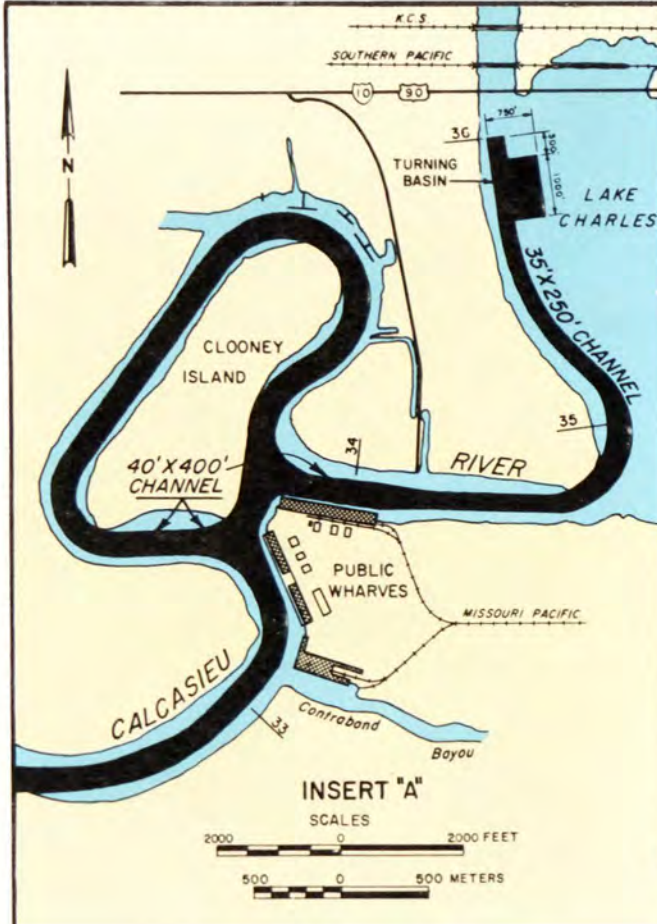
Fish and wildlife interests have objected to the authorized plan of dredged material disposal between miles 5.0 and 9.2, where the channel crosses Calcasieu Lake. In coordination with State and Federal wildlife agencies, studies are being made to modify and improve the plan of disposal in this reach.

Section 107 of R&H Act 1960 as amended by
Section 310 R&H Act 1965 and Section 112 R&H Act 1970
(Sheet 1-7(4))

Construction was initiated 16 July 1973 and completed 19 April 1974.

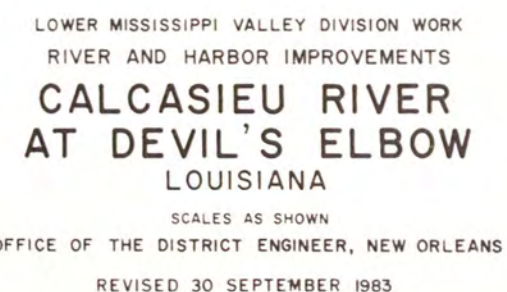
Cost

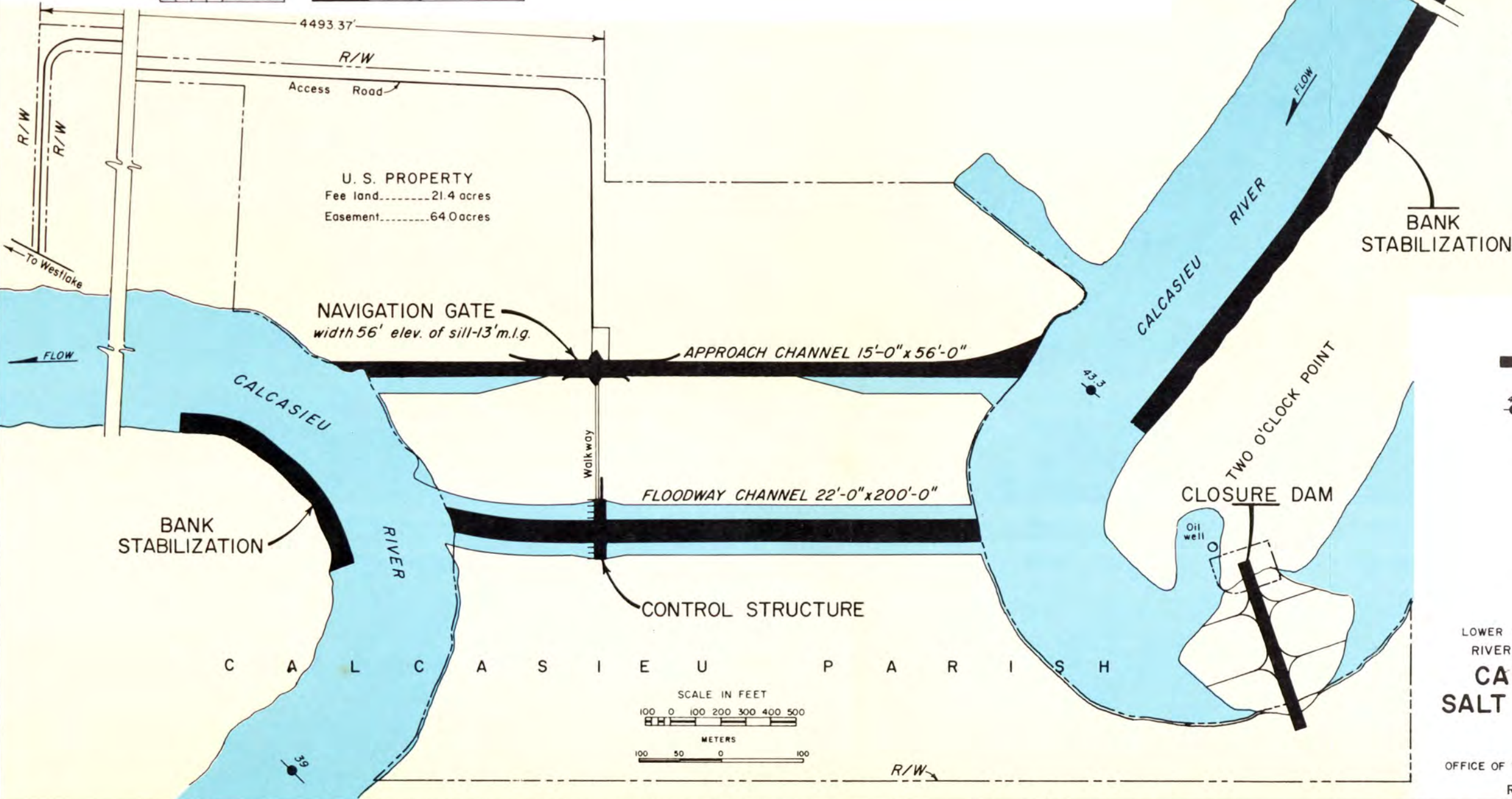
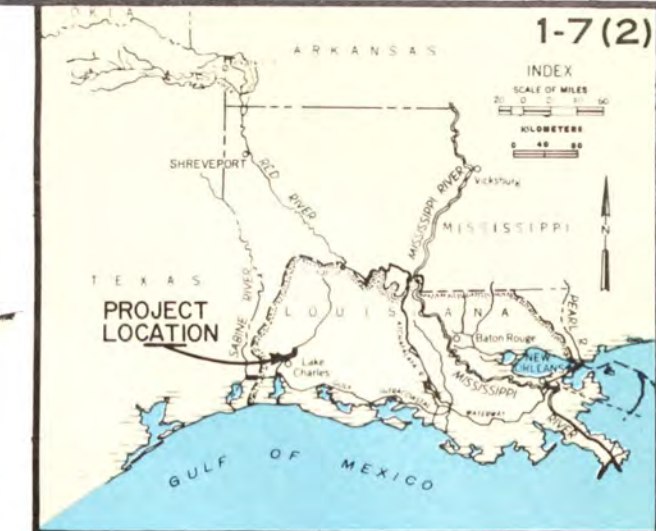
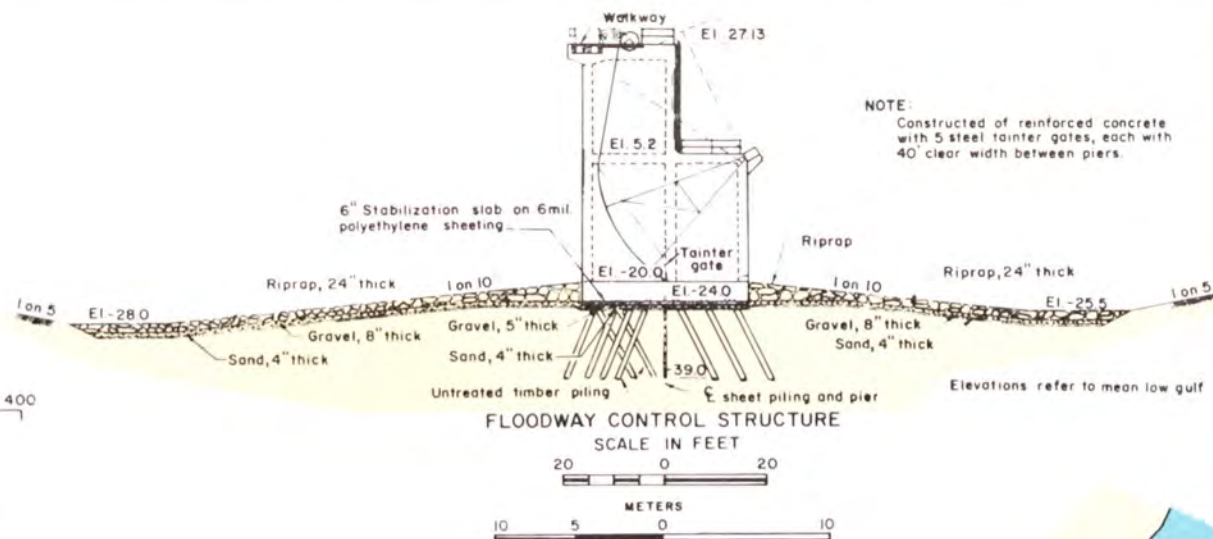
\$ 495,914	Act of 24 July 1946
107,837	Code 820
27,311,396	Act of 14 July 1960
5,851,244	Act of 23 October 1962
202,700	Resolutions of 15 & 17 December 1970
949,814	1-7 (4)
66,000	Contributed Funds
5,490,740	1-7(3)
798,000	Contributed Funds
Total	\$41,273,645



- LEGEND
- Improvements completed
 - Improvements authorized

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**CALCASIEU RIVER
AND PASS, LA.**
SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1985





Improvements completed

44 Miles from shoreline Gulf of Mexico

SCALES AS SHOWN
 OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS
 REVISED 30 SEPTEMBER 1985

GULF INTRACOASTAL WATERWAY BETWEEN
APALACHEE BAY, FLA., AND THE MEXICAN BORDER
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

River and Harbor Act of 24 July 1946, Senate Document 242, 79th Congress, 2d Session, and prior R&H Acts, provide for a waterway 384.1 miles long, 12 feet deep and 125 feet wide at mean low gulf from Lake Borgne Light No. 29 (formerly No. 41), near the mouth of the Rigolets to the Sabine River, La., and Texas, except in the section between Lake Borgne Light No. 29 and New Orleans (33.1 miles long via land cut through the marsh and the Industrial Canal) where a width of 150 feet is provided; an alternate route 40.5 miles long, 9 feet deep by 100 feet wide between Lake Borgne Light No. 29 and New Orleans (via Rigolets, Lake Pontchartrain, and Industrial Canal); an alternate connection with the Mississippi River below Algiers approximately 9 miles long, 12 feet deep and 125 feet wide with a lock (Algiers Lock) at the river end; an alternate route 12 feet deep and 125 feet wide from Morgan City, La. to Port Allen, La., via the East Atchafalaya Basin Protection Levee Borrow Pit, Bayou Sorrel Lock (constructed with M.R. & T. funds) Lower Grand River and Bayou Plaquemine to Indian Village thence via Bayou Grosse Tete and new land cut to the Mississippi River passing through a terminal lock in levee at Port Allen opposite Baton Rouge; a channel 9 feet deep and 100 feet wide from Indian Village via Bayou Plaquemine and Plaquemine Lock to the Mississippi River at Plaquemine, La., improvement of Franklin Canal as a connecting channel from GIWW (mile 121) to Franklin, La., 8 feet deep by 60 feet wide, with its upper 300 feet having a width of 100 feet. The construction of a lock at Harvey, La. (Harvey Lock), a salt water guard lock (Vermilion Lock) in the waterway at mile 172.8 west of Harvey Lock, a salt water guard lock (Calcasieu Lock) in the waterway at mile 238.5 west of Harvey Lock, and a lock at mile 93.5 (Bayou Boeuf Lock) west of Harvey Lock, constructed under the existing project, "Flood Control, Mississippi River and Tributaries." The project also provides for the following: Widening of bends, passing places, mooring basins, such railroad and highway bridges over artificial cuts as are necessary; purchase of pipeline dredge; construction and operation of new drainage canals and pumping facilities to restore parish drainage systems where intercepted; construction of a double leaf bascule four-lane highway bridge* with approaches at La. State Highway No. 47; construction of movable bridges at M.P.R.R. and La. State Highways Nos. 23** and 406; fixed trestle bridges for crossing of proposed landside drainage canals; lift bridges at La. State Highway No. 1*** at Port Allen, La., T&P R.R. at Port Allen, La., T&P R.R. at Morley, La.; construction of bulkheads and jetties at Lake Borgne and Chef Menteur, La., if found necessary, and for annual payments to the Board of Commissioners of the Port of New Orleans for use of a portion of the Inner Harbor Navigation Canal and Lock. The length of waterway within the U. S. Army Engineer District, New Orleans, is 384.1 miles via the northerly or Port Allen route and 299.4 miles via the southerly or Harvey Canal route.

Modification authorized by River and Harbor Act of 23 October 1962, House Document 556, 87th Congress, 2d Session, provides for a channel 16 feet deep and 150 feet wide from the Mississippi River to Atchafalaya River, via Algiers Canal, except in the vicinity of Houma, La., (mile 50.5 to 63.5); a by-pass route at Houma; a channel 16 feet deep and 200 feet wide through the reach from Atchafalaya River to the Sabine River; and four highway bridges (United States to contribute 58% of construction costs).

Replacement of the Vermilion Lock under the Provisions of Section 6 of the Rivers and Harbors Act of 3 March 1909 was approved by the Secretary of the Army on 16 May 1967 (See Sheet 1-45A).

*Construction of this bridge has become unnecessary under this project due to the fact that the portion of the project over which the bridge was to be constructed has been incorporated in the project, "Mississippi River-Gulf Outlet," which provides for a fixed high level bridge. See Sheet 1-19 (2).

**In lieu of the bridge at State Highway No. 23, a tunnel was constructed and completed 15 February 1956. Additional cost over estimated cost of bridge was borne by local interests.

***In lieu of a lift bridge at La. State Hwy. No. 1 at Port Allen, a 4-lane fixed bridge was constructed by Department of Highway, State of Louisiana in accordance with Public Law 85-167, 85th Congress (F.Y. 1958 Appropriation Act) approved 26 August 1957, which contained the following proviso: "Provided further, that not to exceed \$3,500,000 of the funds hereinafter provided for the Plaquemine-Morgan City Alternate Route, shall be available for the construction of a 4-lane, high level fixed bridge on Louisiana State highway number 1 (formerly Route No. 167) over the extension of the Plaquemine-Morgan City Route of the Gulf Intracoastal Waterway in West Baton Rouge Parish Louisiana."

Purpose

To provide an inland waterway for barge traffic.

Physical Data

Range of tide, 10 to 14 inches. A severe storm may cause a high tide of from 6 feet to 9 feet.

Progress of Work

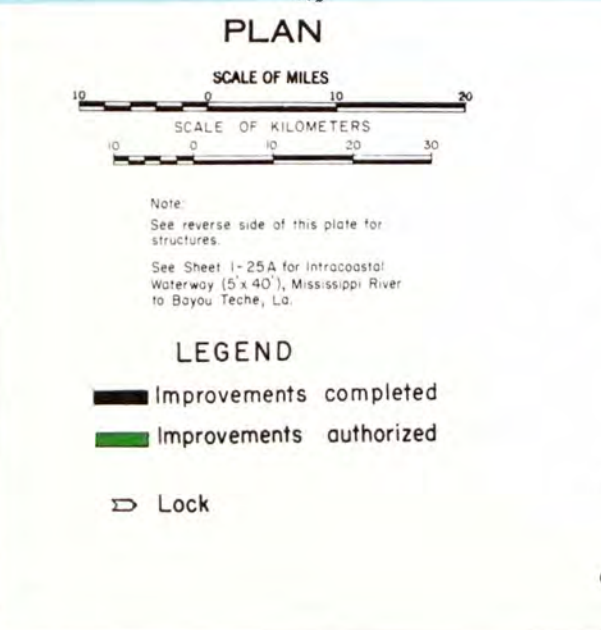
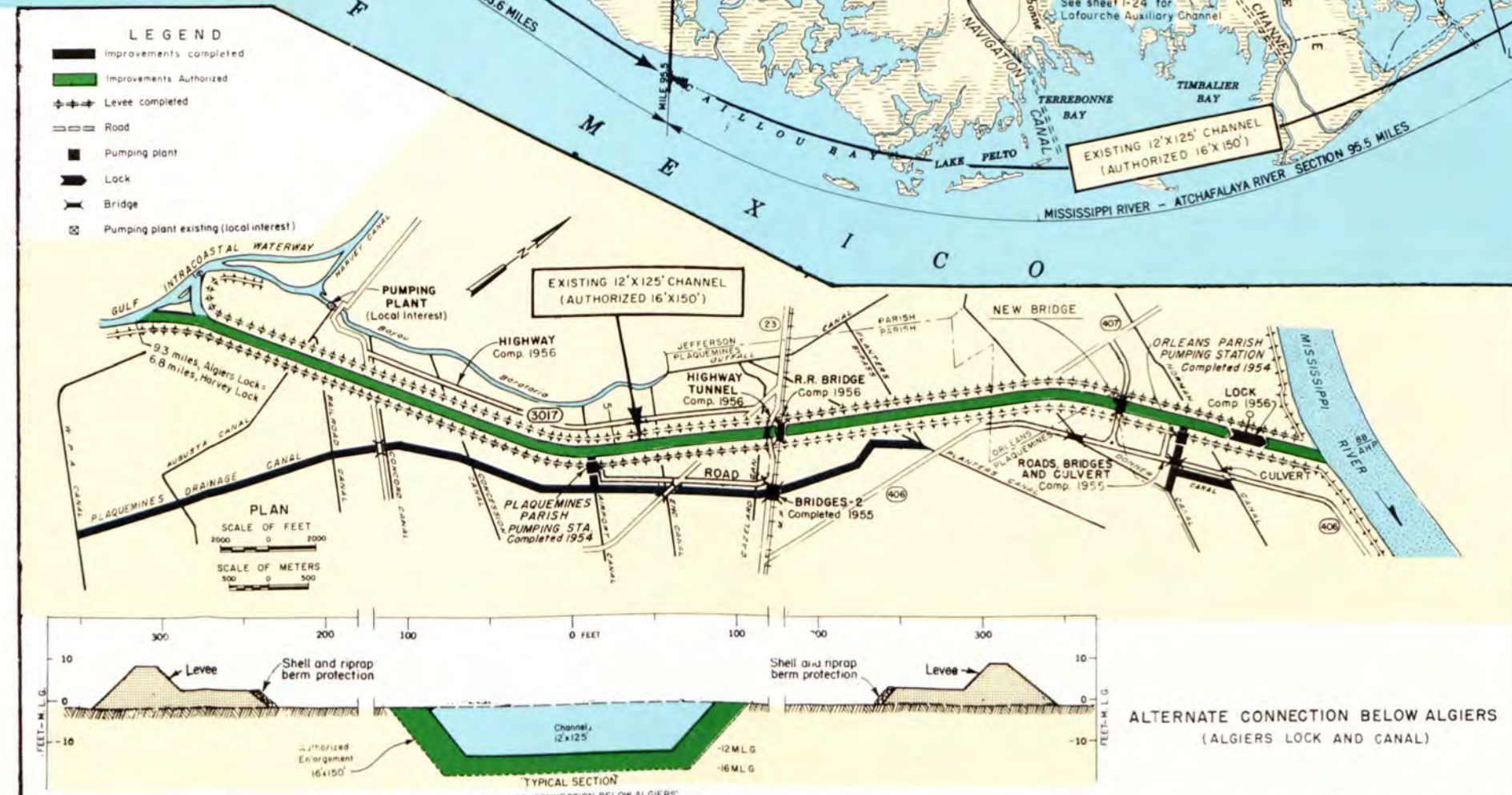
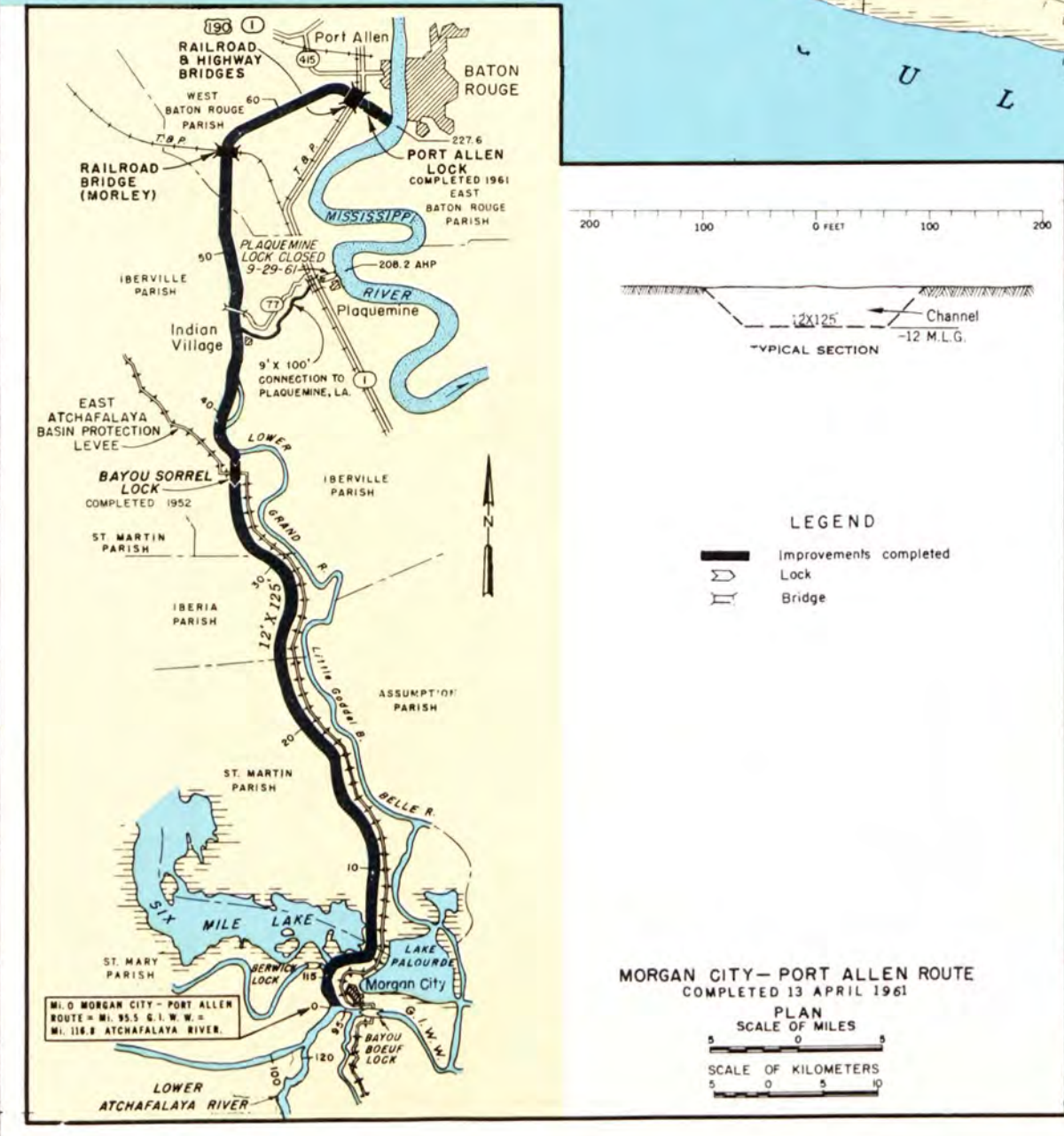
The main stem of the waterway as authorized under R & H Act of 24 July 1946 was completed to a 12-foot depth in 1944.

The remaining work to be done consists of: Enlarging the waterway, as provided by modification authorized 23 October 1962, House Document 556, 87th Congress, 2d Session replacement of Vermilion Lock and any deferred construction that may be required under agreement for relocation of railroad facilities. The construction of bulkheads and jetties at Lake Borgne and Chef Menteur, La. are no longer necessary. This Feature was reviewed and deauthorized on 2 November 1979 under the Deauthorization Review Program.

The project as modified is 61% complete. Relocation of the waterway at Chef Menteur Pass was completed in Feb. 1972.

Cost

\$63,284,470



Franklin Canal was completed to an interim 8- by 50-foot section in 1950. The canal was enlarged to 8- by 80-feet by local interests in 1953 between the main stem of G.I.W.W. and Bayou Yokely.

The Inner Harbor Navigation Canal and facilities were leased by the United States Government from the Board of Commissioners of the Port of New Orleans, effective 1 April 1944.

Inner Harbor Navigation Lock (Under Lease since 1 April 1944)

Plaquemine Lock (Closed permanently 29 September 1961)

Vermilion Lock

Harvey Lock

Calcasieu Lock

Bayou Sorrel Lock (MR&T)

Bayou Boeuf Lock (MR&T)

Port Allen Lock

Leland Bowman Lock

Completed 1923

Completed 1909

Completed 1934

Completed 1935

Completed 1952

Completed 1952

Completed 1954

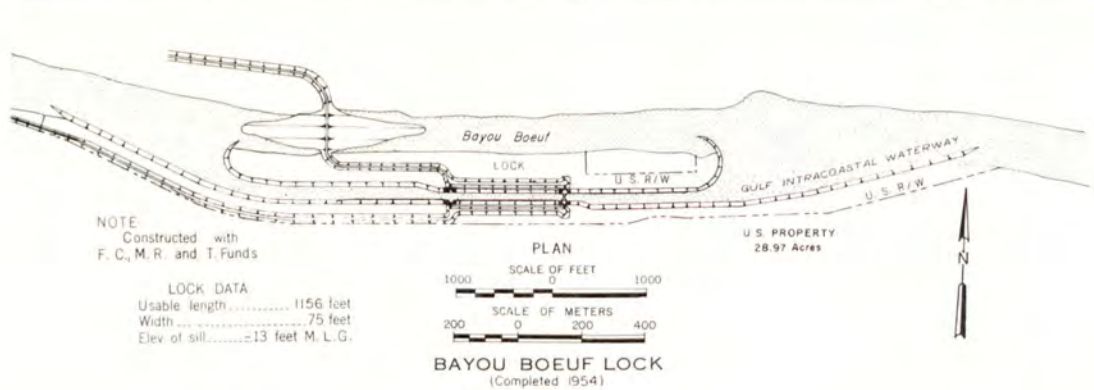
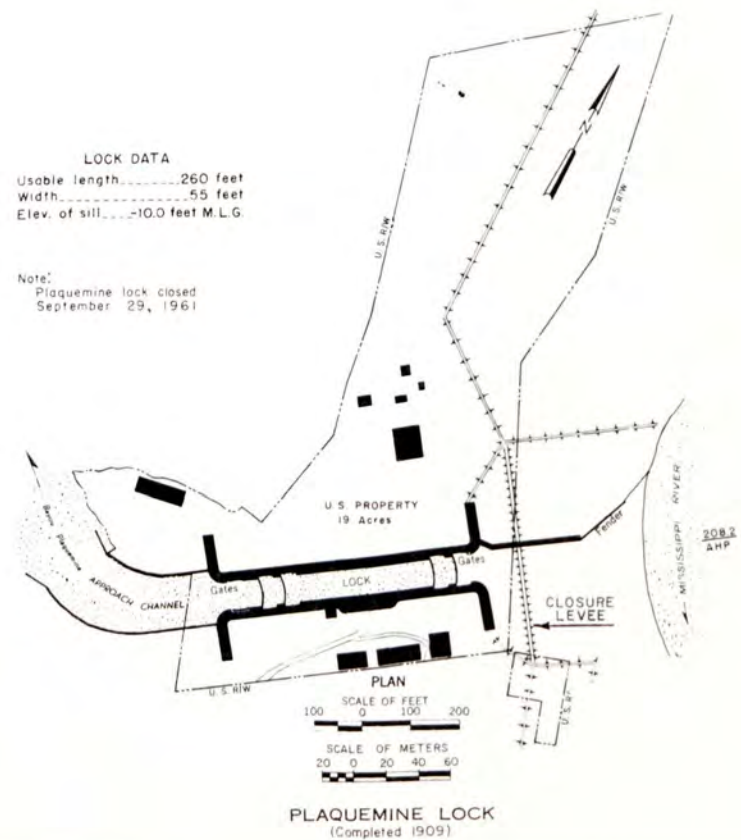
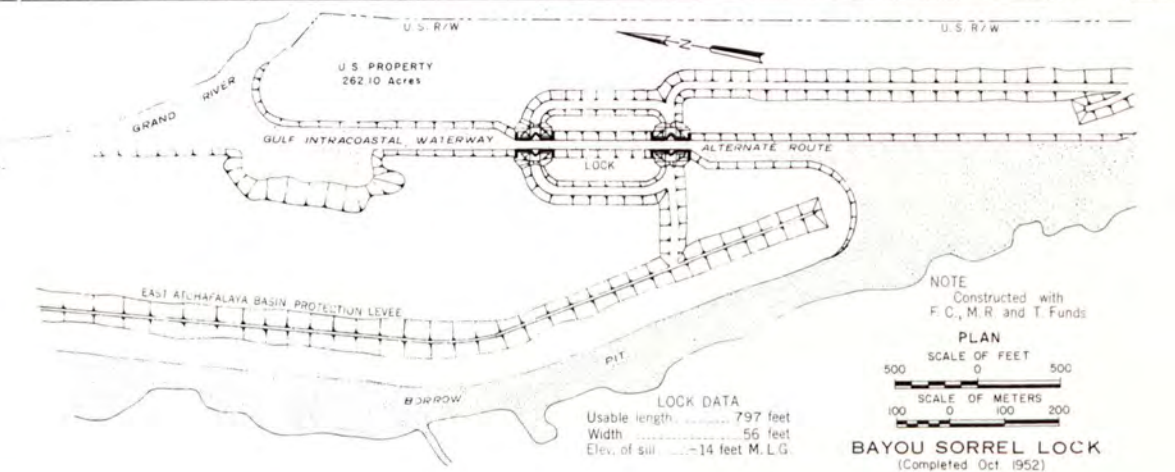
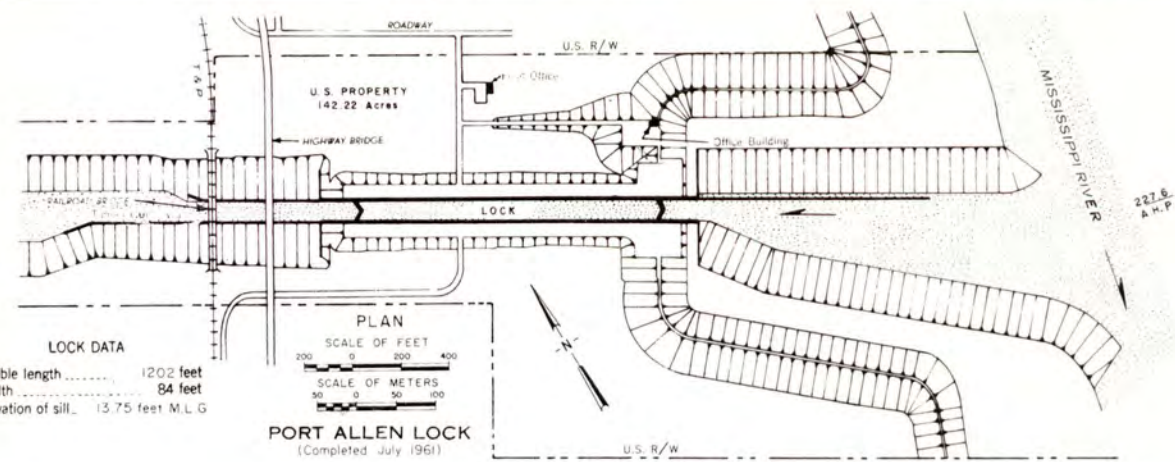
Completed 1956

Completed 1961

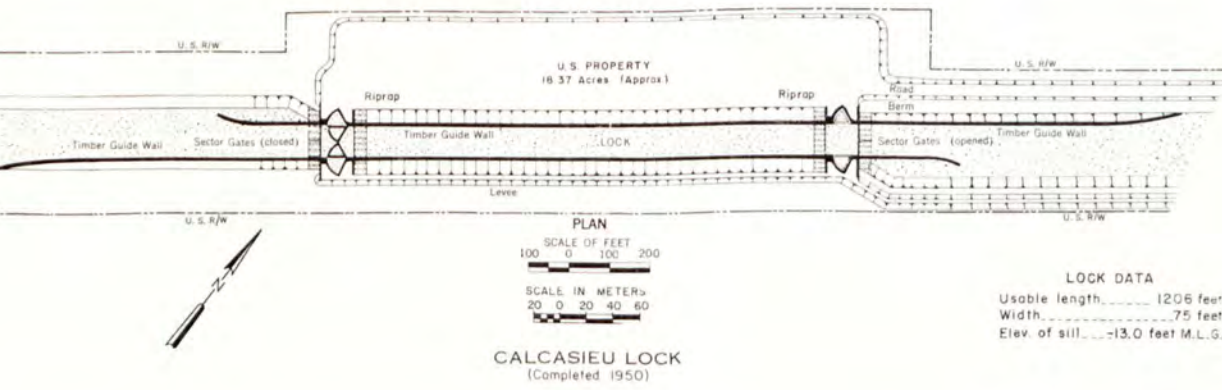
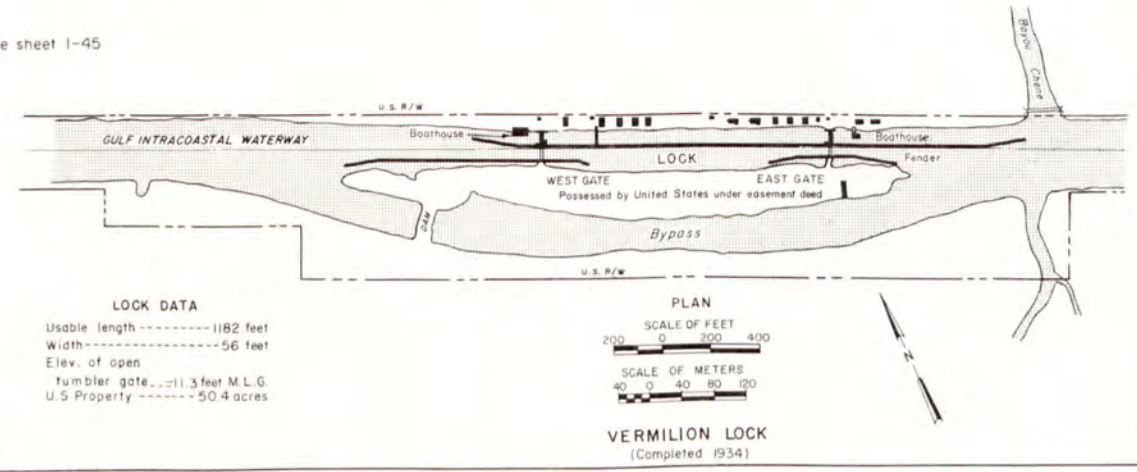
Completed 1982

Enlargement of alternate route between Morgan City and Indian Village and construction of canal and appurtenant work from Indian Village to Port Allen and Port Allen Lock was completed and opened to navigation on 14 July 1961.

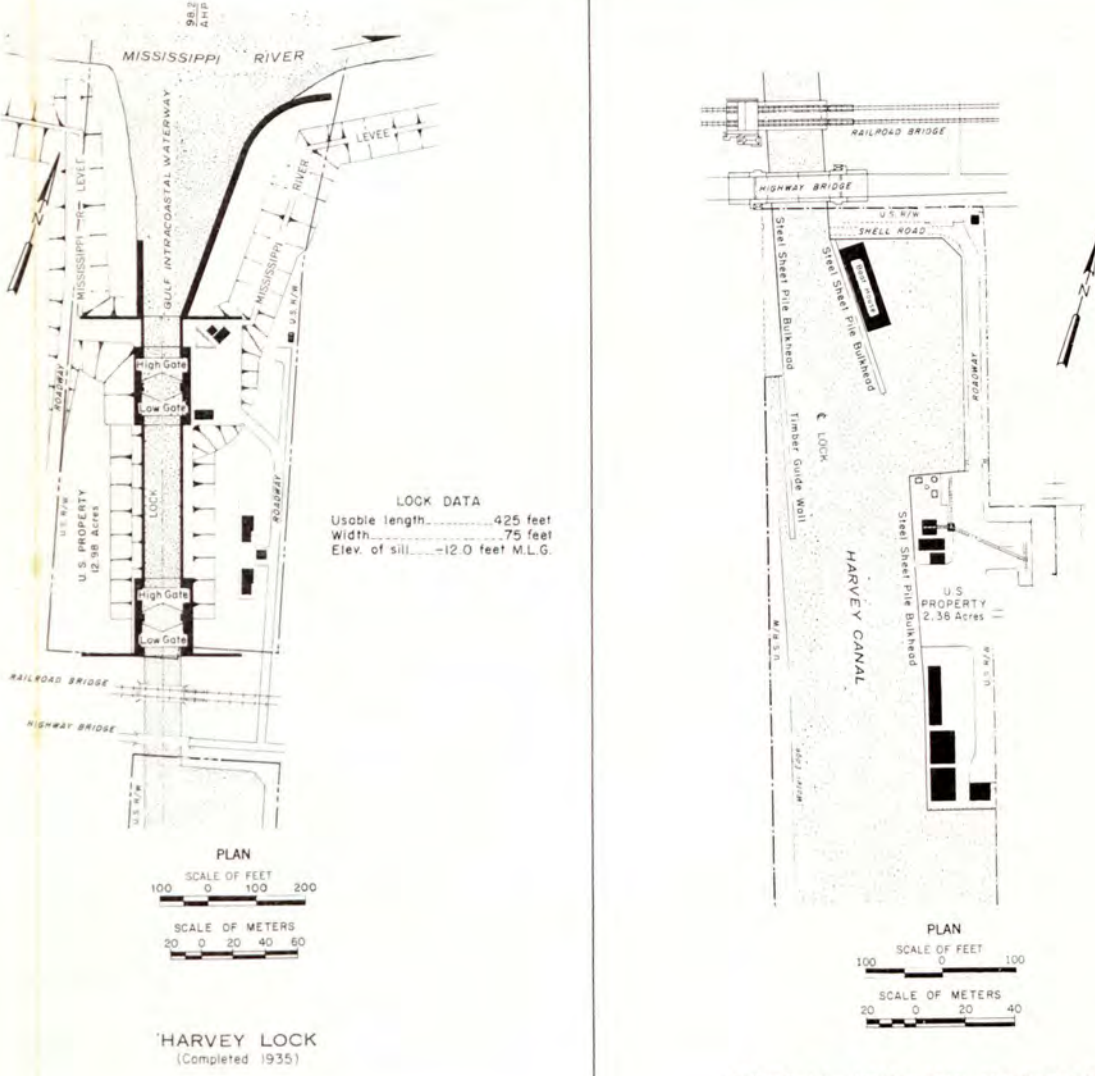
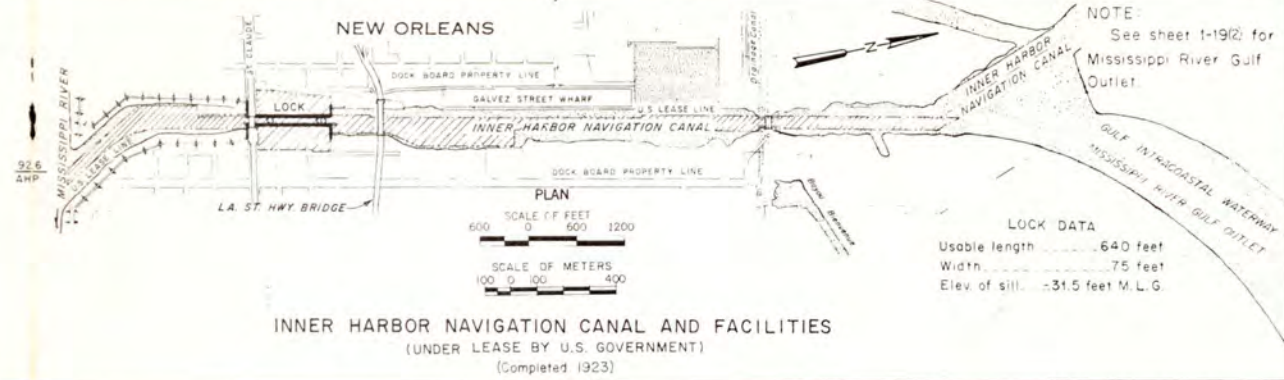
LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
GULF INTRACOASTAL WATERWAY
CHEF MENTEUR PASS TO SABINE RIVER
U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1985



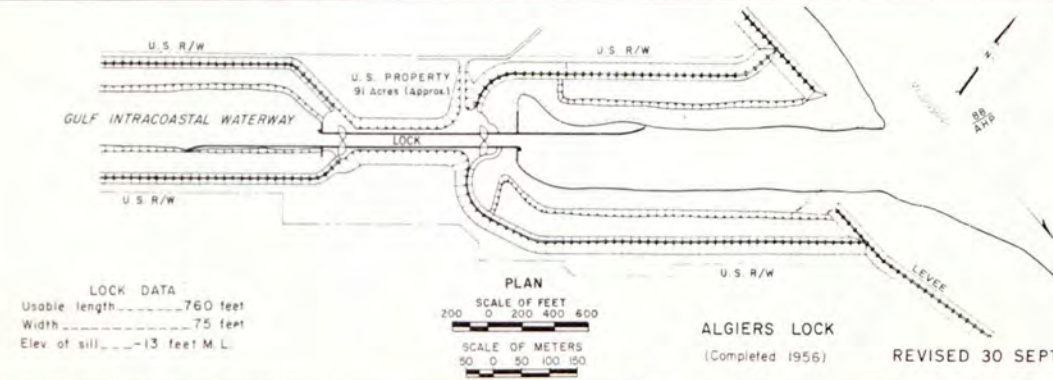
See sheet I-45



NOTE:
Lock length shown is actual clear chamber length exclusive of any space occupied by the gates while opening and / or closing.



HARVEY, L.A., BOAT BASIN AND STORAGE YARD



REVISED 30 SEPTEMBER 1980

MERMENTAU RIVER, BAYOUS NEZPIQUE AND DES CANNES, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

Authorized under River and Harbor Act 1892 and modified in 1916, 1919, House Document 36, 72nd Congress, 30 August 1935, House Document 239, 89th Congress, 1st Session, 27 October 1965, provides for removal of obstructions in entire Mermentau River; improving channel in Lower Mud Lake by dredging, constructing training dike, removal of wrecked dam near mouth; a 12- by 125-foot channel, through cutoffs, from the Gulf Intracoastal Waterway to south end of Lake Arthur, from north end of Lake Arthur to the mouth of Bayou Nezpique; from the mouth of Bayou Nezpique to Interstate Highway 10; from the mouth of Bayous Des Cannes to Interstate Highway 10; a 12- by 200-foot channel in Lake Arthur; replacement of existing Lake Arthur highway bridge over Mermentau River having adequate vertical and horizontal clearances for navigation; removal of obstructions in Bayou Nezpique from Interstate Highway 10 to mile 25 and in Bayou Des Cannes from Interstate Highway 10 to mile 8.5.

See sheet 1-40 for Mermentau River project from mile 0 to mile 25.0.

Purpose

The purpose of the project is to provide a straighter and, in some locations, a larger channel allowing tows of present size to traverse the waterways safely at a higher speed, thus reducing the existing and prospective transportation costs.

Physical Data

Range of tide normal, 10 inches at mouth and 3 inches at head; extreme, 14 inches at mouth and 5 inches at head; hurricane, 7 to 8 feet at mouth; freshets, 8 to 12 feet at head; mouth of Bayous Nezpique and Des Cannes, 3 inches and zero at head.

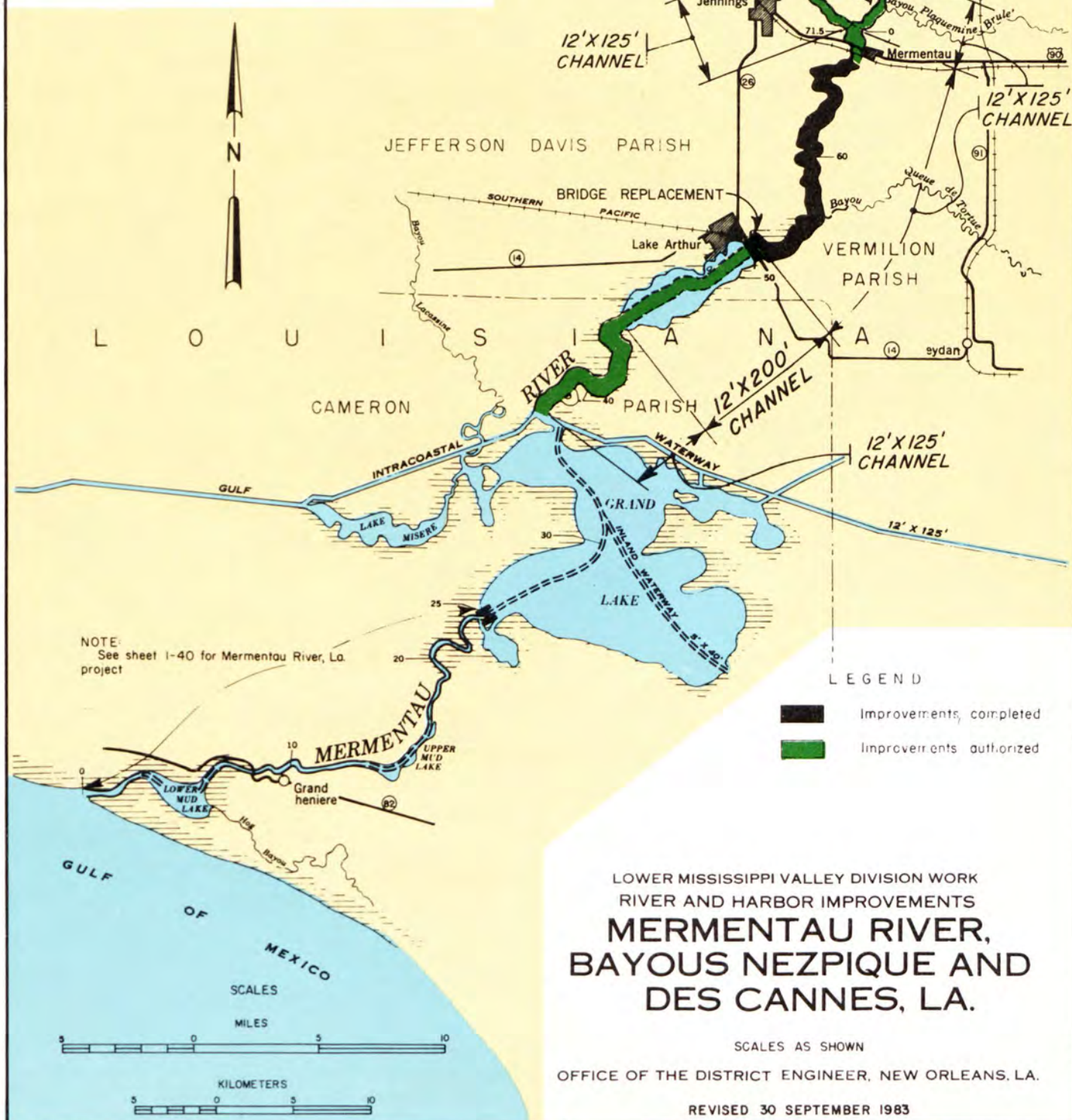
Progress of Work

The removal of obstructions was completed in 1917. The 9 x 100 foot channel was completed in 1935. Snagging and clearing between mile 4.5 and mile 8.5 was completed in FY 1949.

Under the Act of 27 October 1965, a reimbursable contract was signed on 27 December 1971 with the State of Louisiana, Department of Highways for replacement of the existing Mermentau River Bridge at Lake Arthur, Abbeville Highway, La., Route 14 with a new bridge. Construction of the new bridge was initiated 15 May 72 and was completed in April 1975.

Cost	\$ 57,555	30 June 1935
	750,800	Seven Cutoffs
	4,715,182	Bridge Replacement includes
		\$806,296 State of Louisiana funds.

Total	<u>\$5,523,537</u>
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LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**MERMENTAU RIVER,
BAYOUS NEZPIQUE AND
DES CANNES, LA.**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

BAYOU PLAQUEMINE BRULE', LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

Adopted by the River and Harbor Act of 25 June 1910 and provides for a 6- by 60-foot channel from mouth of Bayou Plaquemine Brule to mile 19, near Crowley, La.

Purpose

The Bayou Plaquemine Brule' project channel has made the bayou suitable for commercial purposes and open to navigation. In recent years the channel has been straightened for flood control.

Physical Data

Normal range of tide, 2 to 4 inches at mouth and 0 at head; floods, about 10 feet.

Progress of Work

Completed in 1915. An unfavorable report was made in June 1961. No further work is anticipated.

Cost

\$33,410

1-10



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**BAYOU
PLAQUEMINE BRULÉ, LA.**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

BAYOU QUEUE DE TORTUE, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Adopted by the River and Harbor Act of July 25, 1912, provides for removal of obstructions from Mouth to Southern Pacific R.R. bridge at Riceville, La. and dredging 10 cut-offs. Length of improvement 14 miles. The stream is 50 to 110 feet wide. No dimensions specified for cut-offs.

Purpose

The purpose of the project is flood control. The project is to provide for removal of obstructions from Mouth to Southern Pacific R.R. bridge at Riceville, La. and dredging 10 cut-offs.

Physical Data

Normal range of tide, 5 to 10 inches at mouth; floods, about 6 feet.

Progress of Work

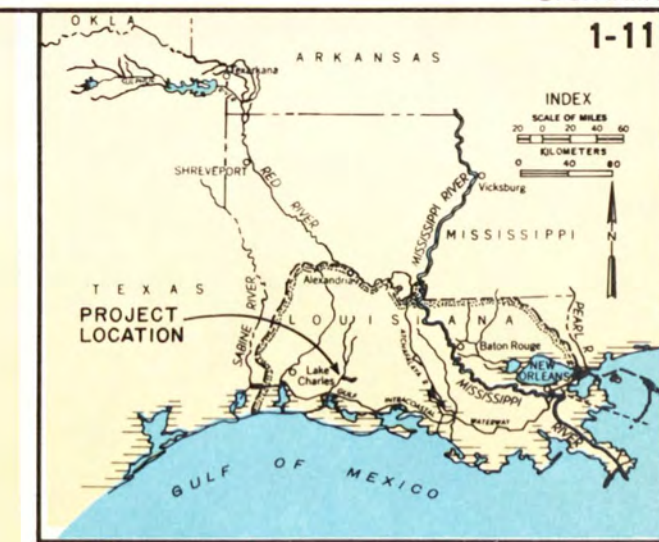
Completed March 12, 1923

Status:

100% complete

Cost

\$33,355



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
BAYOU QUEUE DE TORTUE, LA.

SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
Revised 30 September 1983

THE INLAND WATERWAY
FRANKLIN TO MERMENTAU RIVER, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Acts of 2 March 1907, 3 March 1909, 27 February 1911, 25 July 1912, 2 March 1919 and 26 June 1934, provide for a waterway 5- by 40-feet (M.L.G.) from Bayou Teche at or near Franklin to Mermentau River with locks at Hanson Canal and in Schooner Bayou. Project has been largely superseded by G.I.W.W. and the modified Flood Control Project, Mermentau River, La., authorized by R & H Act of 24 July 1946. Length of R & H improvement 9 miles approximately.

Purpose

The purpose of the project is to provide a navigation waterway 5- by 40-feet (M.L.G.) from Bayou Teche at or near Franklin to Mermentau River with locks at Hanson Canal and in Schooner Bayou.

Physical Data

Normal range of tide, 10 to 14 inches; hurricane, 6 to 9 feet.

Progress of Work

Hanson Canal and Lock acquired on 16 October 1923, was transferred to the Police Jury of St. Mary Parish on 25 August 1959, Public Law 85-837, 85th Congress, 2nd Session, approved 28 August 1958.

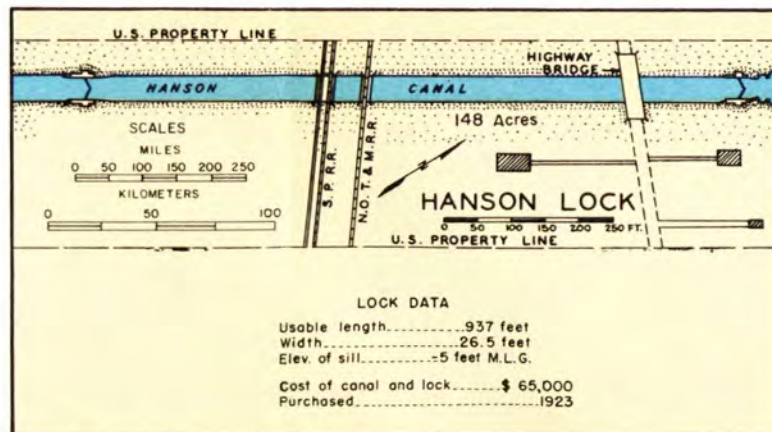
Project is 100% complete.

Cost

\$249,052



NOTE: Hanson Canal and Lock, acquired October 1923, was transferred to the Police Jury of St. Mary Parish on 25 August 1959, Public Law 85-837, 85th Cong., 2d sess., approved 28 August 1958.



LEGEND

- Improvements completed (5' X 40')
- Improvements completed and sup-
planted by G.I.W.W. 9' X 100' and/or
12' X 125' channels.

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
THE INLAND WATERWAY
FRANKLIN TO MERMENTAU RIVER, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

Project

River and Harbor Act of 13 July 1892, provides for a channel 5.5 feet in depth (no width specified) at M.L.G. from Vermilion Bay to the Southern Pacific Railroad Bridge at Lafayette. Length of improvement, 51 miles.

A navigation channel 8 feet deep by 80 feet wide from Vermilion Bay to the G.I.W.W. and 9 feet deep by 100 feet wide from the G.I.W.W. to Lafayette, La. has been provided under authority of the Flood Control Act of 18 August 1941. These new dimensions supplant the R&H Act of 1892.

See sheet 1-39.

Purpose

The purpose of the project was to provide a navigation channel from Vermilion Bay to Lafayette, Louisiana.

Physical Data

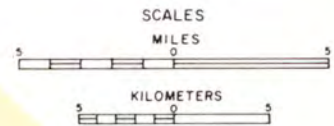
Normal tides at mouth vary from 10 to 14 inches. 8 to 10 feet due to hurricane tides at mouth and floods in upper reaches.

Progress of Work

100% complete in year of 1896.

Cost

\$34,900



NOTE:
See Sheet I-39 for new channel dimensions Bayou Teche and Vermilion River, La. project.

NEW IBERIA.

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

BAYOU VERMILION, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

PETIT ANSE, TIGRE AND CARLIN BAYOUS, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 2 March 1945 and prior R. & H. Acts provide for a channel 9- by 80-feet in Bayou Petit Anse from Intracoastal Waterway to north end of Avery Island, mile 6.1; 9- by 80-feet in Bayou Carlin from mouth to Lake Peigneur, mile 7.6; 5- by 40-feet in Avery Canal (McIlhenny) from Intracoastal Waterway to Vermilion Bay. Total lengths of improvements 16.1 miles.

The River and Harbor Act of 30 June 1948 provides for protecting piers of railway bridge crossing Bayou Carlin at Delcambre, La.

The River and Harbor Act of 14 July 1960 provides for a 7- by 60-foot channel in Avery Canal and a mooring area along the right bank of Bayou Carlin below the south edge of Delcambre, 9 feet deep by 1,300 feet long, with width varying from 200 to 125 feet.

Purpose

To provide commercial fishing and navigation with an adequate access channel from Avery Island, Jefferson Island, and Delcambre, La. to the Gulf of Mexico through Vermilion Bay and the G.I.W.W. and Freshwater Bayou navigation projects. Also the mooring area provides a harbor of refuge.

Physical Data

Under ordinary condition, the mean range of tide is 10 inches.

Progress of Work

The project was completed 30 March 1962.

Cost

\$392,247 Includes \$47,858 Public Works Fund.

1-14



LEGEND



Improvements completed

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**PETIT ANSE, TIGRE
AND CARLIN BAYOUS, LA.**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

BAYOU TECHE, LOUISIANA
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act 26 June 1934 and prior River and Harbor Acts provide for dredging a channel 8- by 80-feet from mouth (at Lower Atchafalaya River) to New Iberia, 54.5 miles; thence 6- by 60-feet to Keystone Lock, 17.5 miles; thence 6- by 50-feet to Arnaudville, 34.5 miles; and for constructing lock, dam and regulating works. Length of improvement 106.5 miles. Under the FCMR&T project, 45 foot wide flood gates (East and West Calumet Floodgates) have been provided in the Wax Lake outlet levees where they cross Bayou Teche.

Purpose

The purpose of the project is to provide an adequate channel for the existing commerce.

Physical Data

Range of tide normal, 10 inches at mouth; 4 inches just below Keystone lock; extreme, 12 inches at mouth; 6 inches just below Keystone lock; and zero above lock. Due to freshets 4 to 5 feet at mouth; 12 to 15 feet just below Keystone lock, and 2 to 7 feet above Keystone lock.

Progress of Work

Keystone Lock and Dam (36 feet wide and 160 feet long with a depth of 8 feet over the sills) completed in 1913; 6- by 50-foot channel from Arnaudville to Keystone Lock completed in 1916 and from Keystone Lock to mile 39.7, a previous project for a 6- by 50-foot channel was completed in 1920; 8- by 80-foot channel from New Iberia to the mouth is 98 percent complete. The widening of channel to bottom width of 80 feet from mile 50.06 to New Iberia and to bottom width of 60 feet from New Iberia to Keystone Lock is required to complete project.

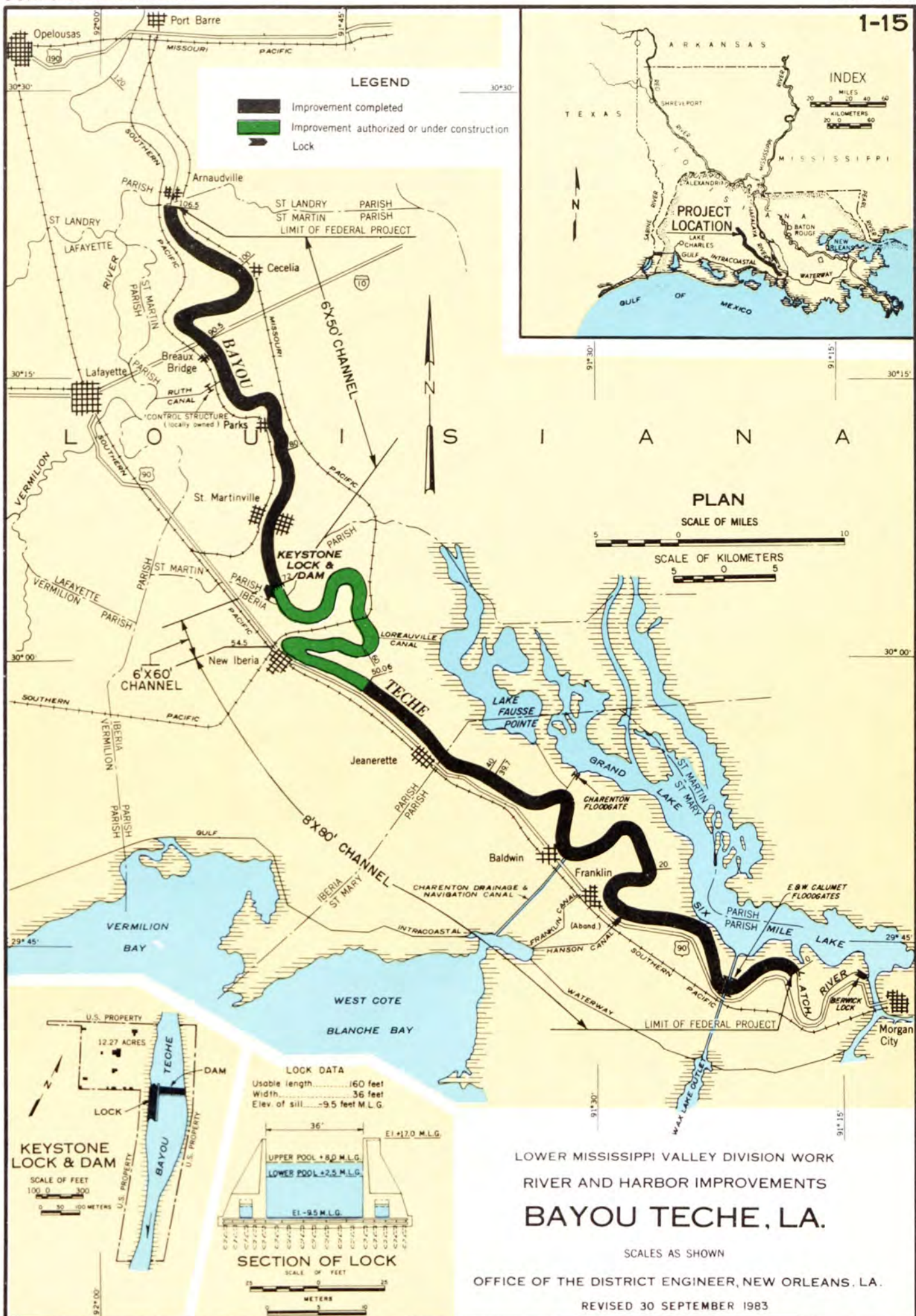
Keystone Lock pool level was raised 1.5 feet above the dam and completed 27 March 1957.

The East and West Calumet Floodgates, constructed with FCMR&T funds were completed 22 September 1950 and 12 July 1950, respectively, at a cost of \$1,320,000.

The project is 66% complete.

Cost

	\$ 45,704	Previous Project
	708,626	Act of 26 June 1934
Total	\$754,330	



BAYOU GROSSE TETE, LOUISIANA
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1981

Project

River and Harbor Act of 25 July 1912 provides for dredging a channel 5- by 60-feet at M.L.W. (M.L.W. is 2 feet above M.L.G.L.) and removing snags and trees from mouth (mile 0) to mile 29, 5 miles above Maringouin. Length of improvement 29 miles.

The portion of this project from Mile 10.3 to Mile 29.0 was deauthorized 6 May 1981, as per letter, DAEN-CWP-A, subject, Completed Action on 5th Deauthorization Report, 17 June 1981.

Purpose

The purpose of the project was to provide an adequate channel for the existing commerce.

Physical Data

Normal range of zero at head and 3 to 6 inches at mouth due to tide; 2 to 8 feet due to flood.

Progress of Work

A channel 5- by 60-feet was completed between mile 0 and mile 10.3 in 1914, and a channel 5- by 40-feet was completed to mile 29 in 1916.

Dredging the stream 20 feet wider above mile 10.3 remains to be done to complete the project. This portion of the project has been classified inactive.

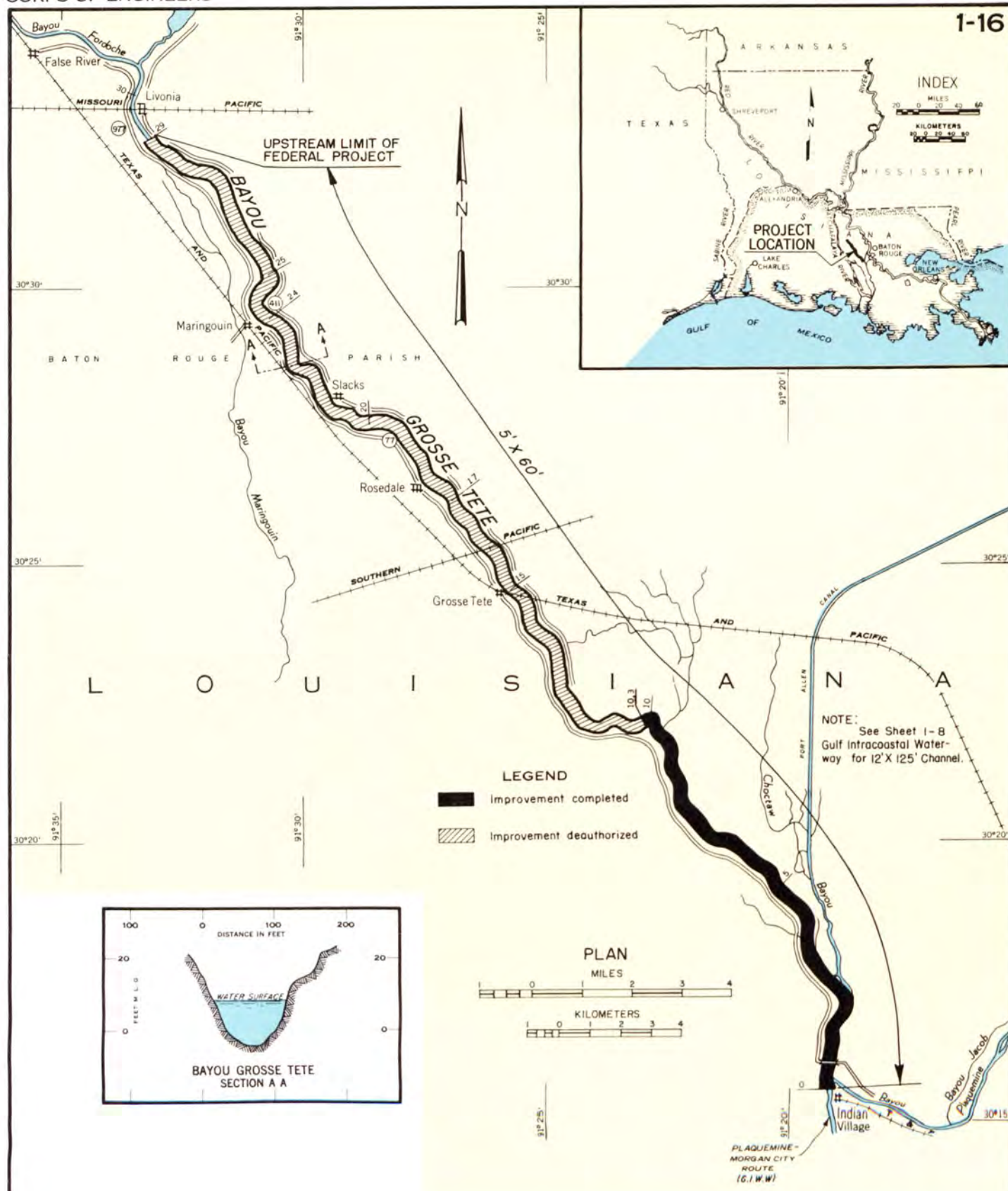
100% complete (Active portion of project)

0% complete (Inactive portion of project)

Mile 0 thru mile 2 of Bayou Grosse Tete has become a part of the Gulf Intracoastal Waterway from Morgan City to Port Allen. See sheet 1-8A.

Cost

\$29,392 (completed work)



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
BAYOU GROSSE TETE, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1985

BIG PIGEON AND LITTLE PIGEON BAYOUS, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 13 July 1892, and subsequent acts, authorized the use of funds for maintenance. The project provides for the removal of obstructions in Big Pigeon and Little Pigeon Bayous throughout their entire lengths.

Purpose

The purpose of the project was to provide an adequate channel for the existing commerce.

Range of Tide

Not Applicable

Variations of water surface due to local rains and floods, 3 to 10 ft.

Progress of Work

Obstructions were removed in 1934. The project has been classified inactive.

Status

Abandonment of project recommended in H. D. 1692, 64th Congress, 2d Session and H. D. 467, 69th Congress, 1st Session

Cost

\$37,669.20

Revised 30 September 1983

ATCHAFALAYA RIVER, MORGAN CITY TO THE GULF OF MEXICO, LA.
CONDITION OF IMPROVEMENTS, 30 SEPTEMBER 1976

Project

River and Harbor Act of 25 June 1910 provides for a channel 20 feet deep, 200 feet wide and 15.75 miles long from the 20-foot contour in Atchafalaya Bay, which is approximately 4 miles beyond the mouth of the Atchafalaya River, to the 20-foot contour in the Gulf of Mexico.

Purpose

The purpose of the project is to provide a navigation channel from the 20-foot contour in the Atchafalaya River to the 20-foot contour in the Gulf of Mexico.

Physical Data

Normal range of tides, 10 inches; extreme, 14 inches; hurricane, 10 feet.

Progress of Work

Existing project completed 1914. Improvement reported separately as Atchafalaya River and Bayous Chene, Boeuf and Black.

See sheet 1-46A.

Cost

\$501,963



NOTE:
See sheet 1-46 for Atchafalaya River and
Bayous Chene, Boeuf, and Black, La.



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
ATCHAFALAYA RIVER
MORGAN CITY TO THE GULF OF MEXICO, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

MISSISSIPPI RIVER BATON ROUGE TO THE GULF OF MEXICO, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

River and Harbor Act of 2 March 1945, House Document 215, 76th Congress, 1st Session, and prior River and Harbor Acts, provide for channel dimensions as follows: Baton Rouge to New Orleans Section, 35 ft. deep (M.L.W.) by 500 ft. wide, 128.6 miles long; within limits of the Port of New Orleans Section 35 feet deep (M.L.G.) by 1,500 ft. wide, 17.2 miles long; lower limits of the Port of New Orleans to Head of Passes Section, 40 ft. deep (M.L.G.) by 1,000 ft. wide, 86.7 miles long; Southwest Pass, 40 ft. deep (M.L.G.) by 800 ft. wide, 20.1 miles long; Southwest Pass Bar Channel, 40 ft. deep (M.L.G.) by 600 ft. wide; South Pass, 30 ft. deep (M.L.G.) by 450 ft. wide, 13.5 miles long; South Pass Bar Channel, 30 ft. deep (M.L.G.) by 600 ft. wide. Plane of reference is mean low water.

River and Harbor Act of 29 March 1956, House Document 245, 82nd Congress, 1st Session, provides for the construction of a seaway canal 36 feet deep and 500 feet wide from Michoud to Chandeleur Islands and increasing gradually to a width of 600 feet and depth of 38 feet to the 38-foot contour in the Gulf of Mexico with protective jetties at entrance, a permanent retention dike through Chandeleur Sound and a wing dike along islands as required. It also provides for an inner tidewater harbor consisting of 1,000-by 2,000-foot turning basin 36 feet deep and a connecting channel 36 feet deep and 500 feet wide to the Inner Harbor Navigation Canal including construction of a suitable highway bridge with approaches to carry Louisiana State Highway No. 47 over the channel. The plan further provides for future construction, when economically justified, of a channel and lock in the vicinity of Meraux to furnish an additional connection between tidewater harbor and the Mississippi River. Note: The protective jetties at the entrance and the wing dike along the islands were not included for construction in the design memorandum.)

River and Harbor Act of 23 October 1962 (Public Law No. 87-874, Senate Document No 36, 87th Congress, 1st Session) provides for a channel 40 feet deep and 500 feet wide from Baton Rouge to the Upper limits of the Port of New Orleans and also 40 feet deep for a width of 500 feet within the presently authorized 35- by 1,500-foot channel in the port limits of New Orleans.

The General Design Memorandum, Supplement No. 2 approved by OCE 9 January 1985 included major changes in the scope of the project. These changes included rebuilding the eroded river banks from Venice to Head of Passes, and Southwest Pass, with bank nourishment and foreshore protection. Construction of a new jetty head at the tip of Southwest Pass east jetty and repairs to the east and west bulkheads and jetties. The uncompleted work in South Pass has been eliminated.

Purpose

The purpose of the Mississippi River Baton Rouge to the Gulf of Mexico, Louisiana project is to provide adequate navigation passage to assure the most economical use of the waterway. The project also provides for flood control for surrounding areas. The project is needed to provide waterfrontage for expansion of the port facilities and to provide a safer and shorter outlet to the Gulf of Mexico which will result in savings for ship operators in sailing time, ship turnaround time, reduction in navigation hazards and relief from

congestion. Also, a second entrance into the port of New Orleans is necessary in the event of emergency, war, or blockage of the Mississippi River.

Physical Data

Normal range of tide at mouth is one foot; tide due to storms is 2 to 6 feet and hurricanes 14 to 18 feet. During low river discharge, tidal variations are 0.8 foot at New Orleans and 0.2 foot at Baton Rouge. Maximum stages from spring floods on the Mississippi River are 20 feet above (M.S.L.) at New Orleans, and 45 feet above (M.S.L.) at Baton Rouge.

Progress of Work

Work authorized under the Acts prior to 1945 is complete.

Work authorized under the modifications in Acts of 1945 and 1956 is in progress, as follows:

Venice to Head of Passes

Work approved by General Design Memorandum Supplement No. 2.

Bank Nourishment Mi 11.2-3.6L (AHP)	(Not Started)
Foreshore Dike Mi 11.2-3.6L (AHP)	"
Bank Nourishment Mi 10.6-4.OR (AHP)	"
Foreshore Dike Mi 10.6-4.OR (AHP)	"
Bank Nourishment Mi 4.0-3.OR (AHP)	"
Foreshore Dike Mi 4.0-3.OR (AHP)	"
Bank Nourishment Mi 3.0-0.5R (AHP)	"
Foreshore Dike Mi 3.0-0.5R (AHP)	(Underway)

Southwest Pass

Work approved by General Design Memorandum Supplement No. 2.

Bank Nourishment Mi 0.6-4.6L (BHP)	(Not Started)
Foreshore Dike Mi 0.6-4.6L (BHP)	"
Bank Nourishment Mi 0.8-2.3R (BHP)	"
Foreshore Dike Mi 0.8-2.3R (BHP)	"
Bank Nourishment Mi 2.3-4.7R (BHP)	"
Foreshore Dike Mi 2.3-4.7R (BHP)	"
Bank Nourishment Mi 4.6-7.2L (BHP)	"
Foreshore Dike Mi 4.6-7.2R (BHP)	"
Bank Nourishment Mi 4.9-7.5R (BHP)	"
Foreshore Dike Mi 4.9-7.5R (BHP)	"
Bank Nourishment Mi 7.5-8.6R (BHP)	"
Foreshore Dike Mi 7.5-8.6R (BHP)	"
Bank Nourishment Mi 7.6-14.4L (BHP)	"
Foreshore Dike Mi 7.6-14.4L (BHP)	"
Bank Nourishment Mi 8.6-12.6R (BHP)	"
Foreshore Dike Mi 8.6-12.6R (BHP)	"
Bank Nourishment Mi 12.6-17.4R (BHP)	"
Foreshore Dike Mi 12.6-17.4R (BHP)	"
Bank Nourishment Mi 14.4-17.4R (BHP)	"
Foreshore Dike Mi 14.4-17.4R (BHP)	"
Bank Nourishment Mi 17.4-20.1R (BHP)	"
Bank Nourishment Mi 17.4-20.3L (BHP)	"

Southwest Pass Cont'd

East Jetty Head Mi 20.3	(Not Started)
East Jetty Stabilization Mi 17-20.1	"
Inner East Bulkhead Mi 17.4-20.1	"
Inner West Bulkhead Mi 17.4-20.1	"
Lateral Wood Pile Dikes	"
Extend Pile Dike Mi 19.05 thru 20.14 (West)	"

South Pass

Inkeeping with Corps of Engineers policy that projects only be maintained consistent with reasonable needs of existing commerce, the channel through South Pass will be maintained to provide a depth of -17.0 feet mean sea level (m.s.l.) and a width of 450 feet, and through South Pass bar channel a depth of -17.0 feet m.s.l. and width of 600 feet.

Mississippi River-Gulf Outlet

Work authorized under the Act of 1956.

Work initiated 17 March 1958.

A Phase I General Design Memorandum is presently being prepared for a new lock and connecting channels. The final site and size for the new lock has not been determine. Report is scheduled for completion in 1982.

Access Channel (18 by 149 feet), G.I.W.W. to Breton Sound	27 Mar 61
Interim Channel (36 by 250 feet), Paris Road to Gulf of Mexico	5 Jul 63
Project Channel (36 by 500 feet)	
Inner Harbor Navigation Canal to Vicinity of Paris Road	7 May 59
Vicinity of Paris Road to Mile -9.4	14 Mar 65
Turning Basin (Vic. Mile 66.0) and appurtenant work is physically complete	22 Jul 65
Plug at Paris Road removed	20 Jan 68
High level bridge (Louisiana State Highway 47), initiated 1 Jun 1964 completed	14 Nov 67
Removal of pontoon bridge at Paris Road initiated 24 Jul 1967, completed	22 Sep 67
Retention Dikes:	
Shell Core and Riprap (both dikes))	26 Aug 61
Capping (both dikes)) to Mile 20.2	29 Oct 62
Rockfacing (both dikes))	3 Nov 63

Extention of Southwest Jetty to Mile 14.8 (Sta. 2700). 1st phase, completed

Extention of Southwest Jetty to Mile 14.8 (Sta. 2700). 2nd phase, completed

Remaining jetty across Breton Sound not yet started.

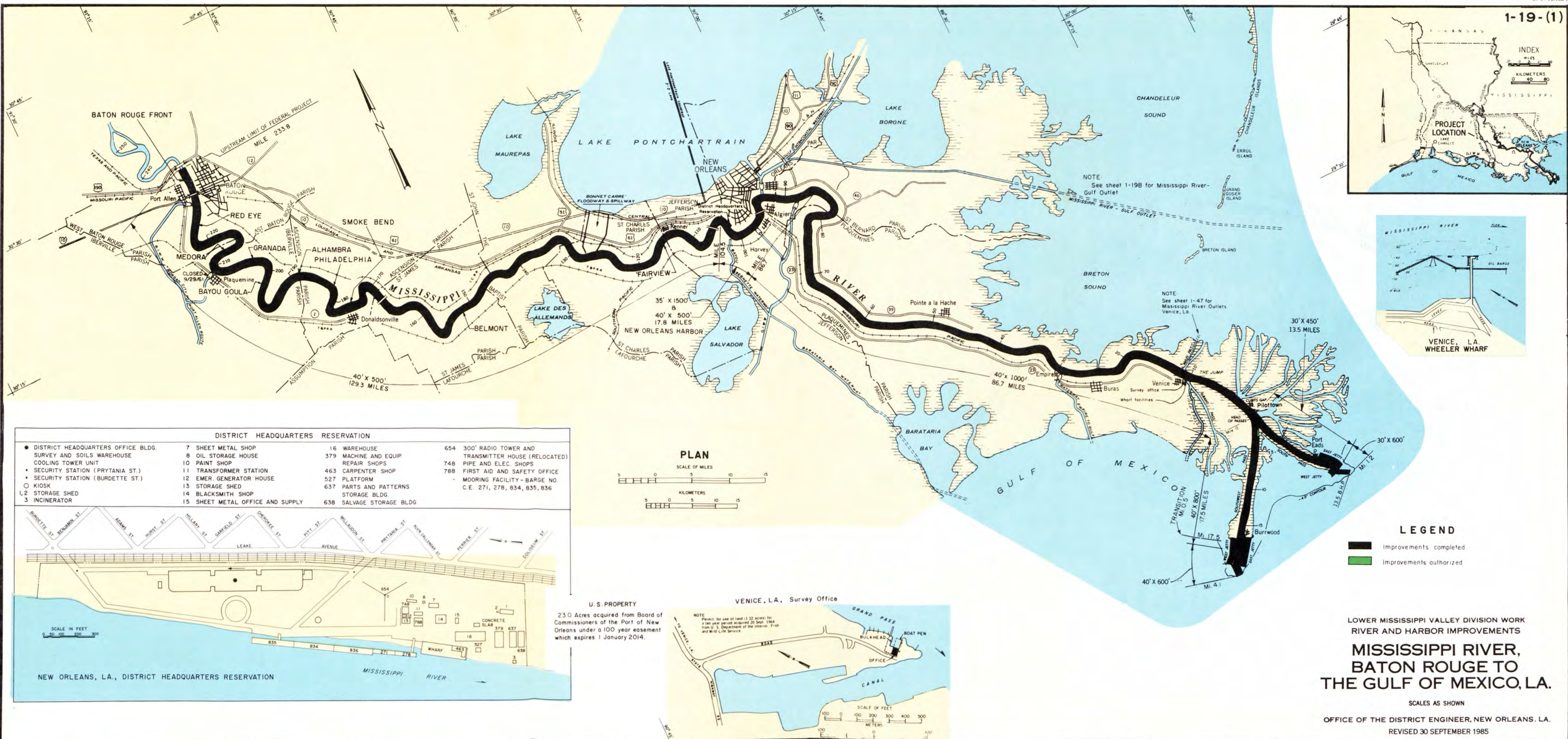
4 Prefabricated steel survey towers and 25 timber pile station markers	23 Jun 61
3 Concrete survey towers and 25 timber pile station makers	24 Jul 61

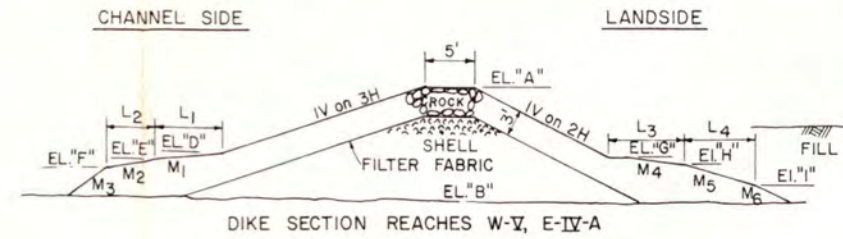
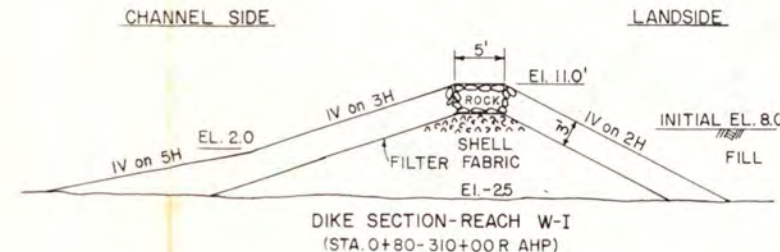
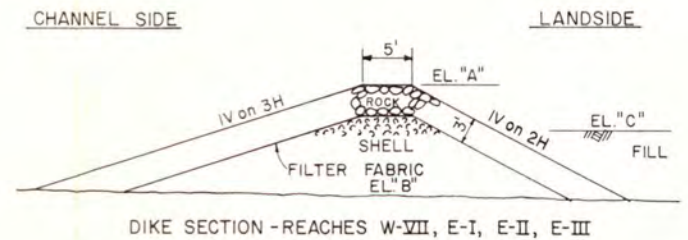
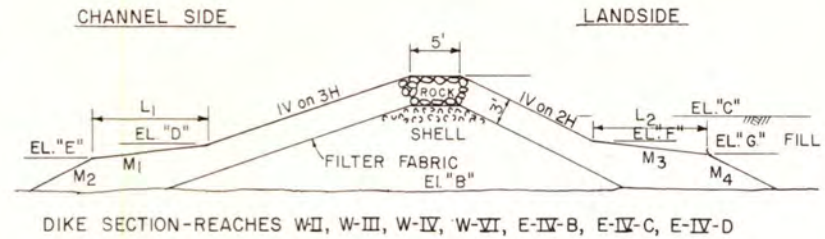
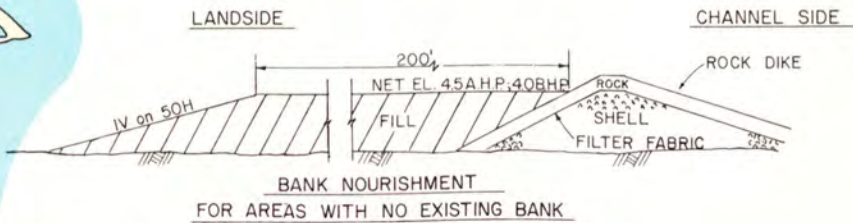
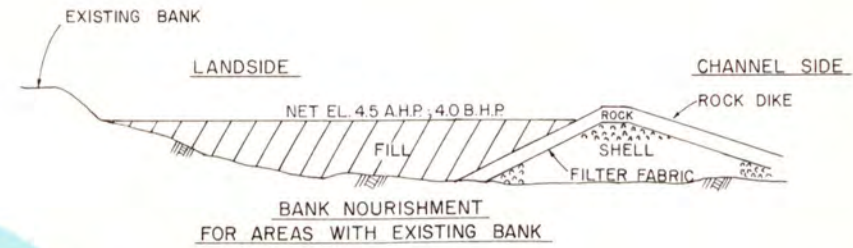
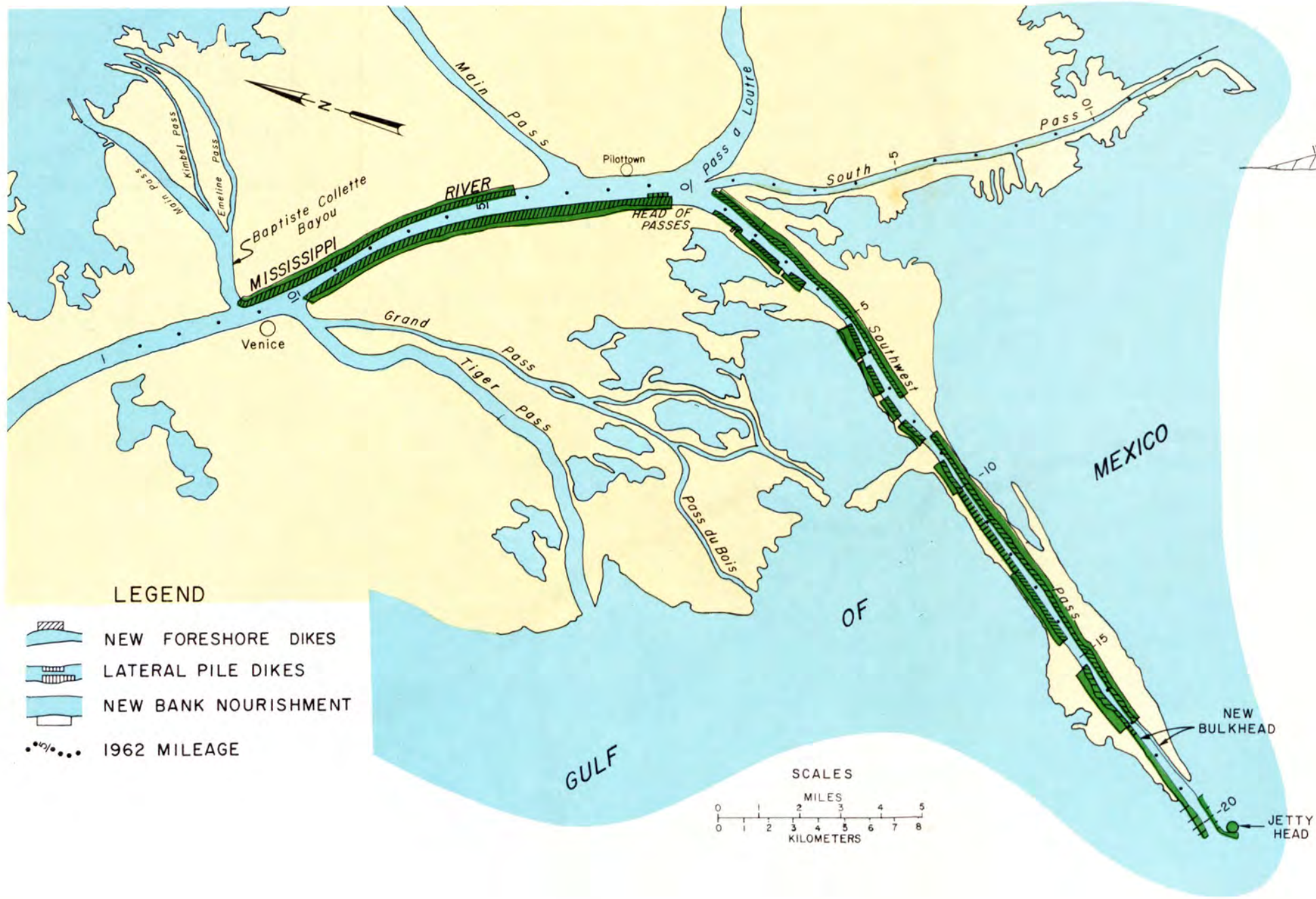
Channel maintained at 36 foot depth.

Mississippi River, Baton Rouge to New Orleans

Work authorized under Act dated 2 March 1945, 50% complete; under Act dated 29 March 1956, 71% complete; and under Act dated 23 October 1962, 100% complete.

Channel maintained at 40 foot depth.





IMPROVEMENTS AUTHORIZED

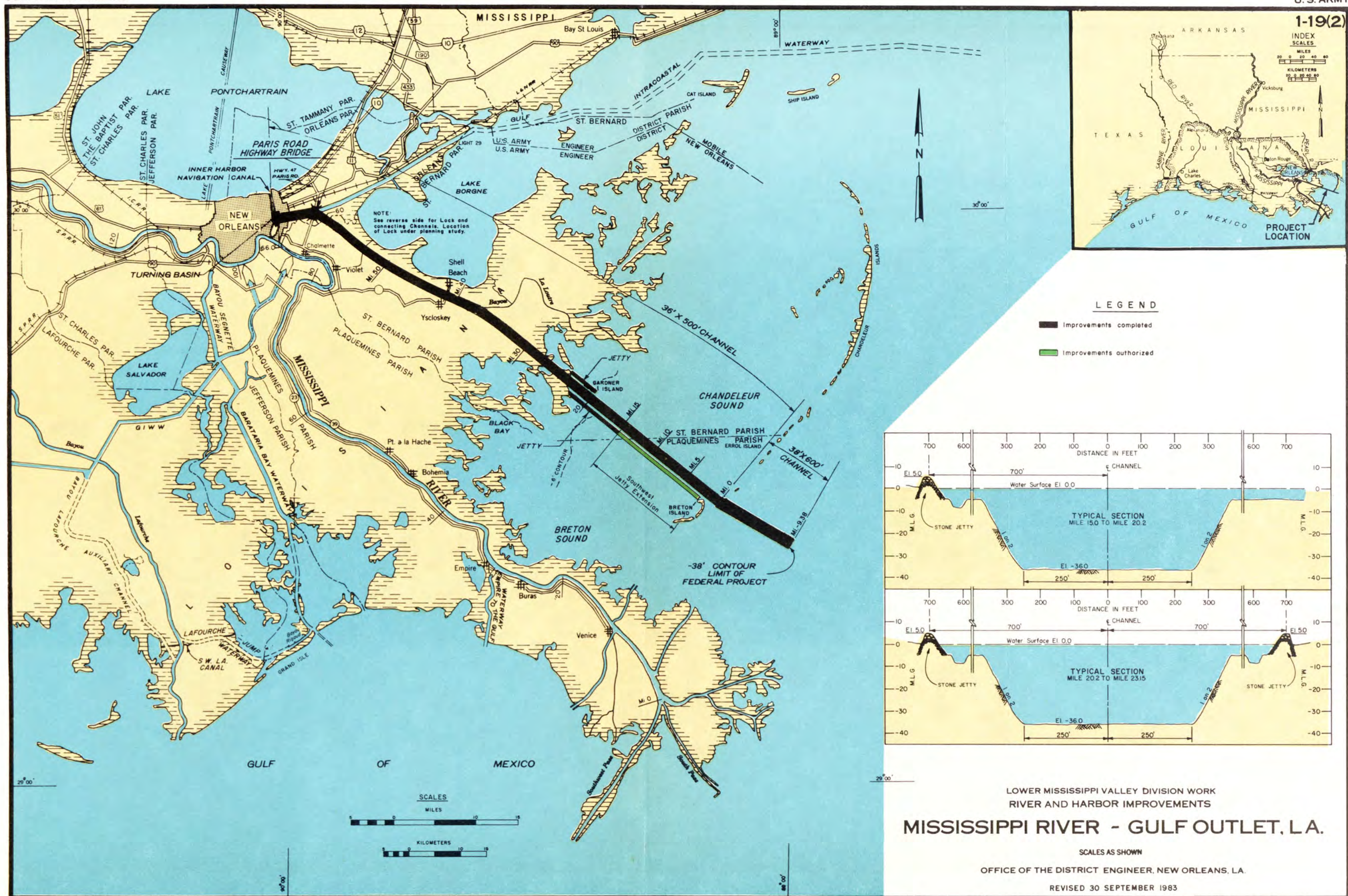
NOTE:
EL "C" REPRESENTS AN INITIAL FILL ELEVATION.
THE NET ELEVATION OF FILL FOR ALL DIKES IS
EL. 4.0 BELOW HEAD OF PASS AND EL. 4.5 ABOVE
HEAD OF PASS.

REACH	LOCATION STATIONS	ELEVATIONS		
		"A"	"B"	"C"
W-VII	981+25-1029+00R BHP	10.0	-6.0	7.0
E-I	10+00-585+00R AHP	11.0	-2.5	7.0
E-II	0+00-160+00L BHP	10.0	-1.5	7.0
E-III	160+00-511+90L BHP	10.0	-1.5	7.0

REACH	LOCATION STATIONS	ELEVATIONS									SLOPES						LENGTHS			
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	M ₁	M ₂	M ₃	M ₄	M ₅	M ₆	L ₁	L ₂	L ₃	L ₄
W-V	669+00-868+00R BHP	10.5	-1.5	7.5	2.5	2.5	0.0	2.5	2.5	0.0	Horiz.	IV on 17H	IV on 3H	Horiz.	IV on 14.5H	IV on 3H	5'	42.5'	5'	36.25'
E-IV-A	511+90-845+00L BHP	10.0	-1.5	7.0	1.75	1.75	0.0	1.75	1.75	0.0	Horiz.	IV on 15H	IV on 3H	Horiz.	IV on 15H	IV on 3H	10'	26.25'	10'	26.25'

REACH	LOCATION STATIONS	ELEVATIONS							SLOPES				LENGTHS	
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	M1	M2	M3	M4	L1	L2
W-II	310+00-590+00R AHP	11.0	-2.5	8.0	-	2.0	-	1.0	-	IV on 6H	-	IV on 5H	0	0
W-III	0+00-498+60R BHP	10.5	-1.5	7.5	-	2.0	-	1.0	-	IV on 6H	-	IV on 4H	0	0
W-IV	498+60-669+00R BHP	10.5	-1.5	7.5	-	2.0	-	1.3	-	IV on 5H	-	IV on 5H	0	0
W-VI	868+00-981+25R BHP	10.0	-6.0	7.0	0.5	-3.0	0.5	-3.0	IV on 76H	IV on 3H	IV on 8.3H	IV on 2H	26.6'	29.0'
E-IV-B	845+00-917+00L BHP	10.0	-6.0	7.0	0.0	-1.4	0.0	-2.0	IV on 10H	IV on 5.2H	IV on 8.5H	IV on 5H	14'	17'
E-IV-C	917+00-965+40L BHP	10.0	*	7.0	-1.5	-5.0	0.0	-3.0	IV on 7H	IV on 46H	IV on 9H	IV on 2H	24.5'	27'
E-IV	965+40-981+25L BHP	10.0	*	7.0	-2.0	-2.0	0.0	0.0	Horiz.	IV on 47H	Horiz.	IV on 3H	6'	6'

* GROUND LINE SLOPES FROM EL. -6.0 ON LANDSIDE
TO EL. -10.0 ON CHANNEL SIDE.



AMITE RIVER AND BAYOU MANCHAC, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 21 January 1927 and prior R. & H. Acts provide for a channel 7- by 60-feet in Lake Maurepas to Port Vincent and removal of obstructions between that point and the L. & A. Ry. Bridge across Bayou Manchac total length of improvement about 44 miles.

Purpose

The Amite River and Bayou Manchac, Louisiana, project was originally initiated to meet the reasonable demands of commerce on these streams. However, very little commercial traffic has been reported on this waterway in recent years. The waterway is now used extensively for recreational purposes.

Physical Data

Normal range of tide 10 to 14 inches at mouth of Amite River; Bayou Manchac 4 to 6 inches due to tide, 6 to 12 feet in upper reaches of both streams due to freshets.

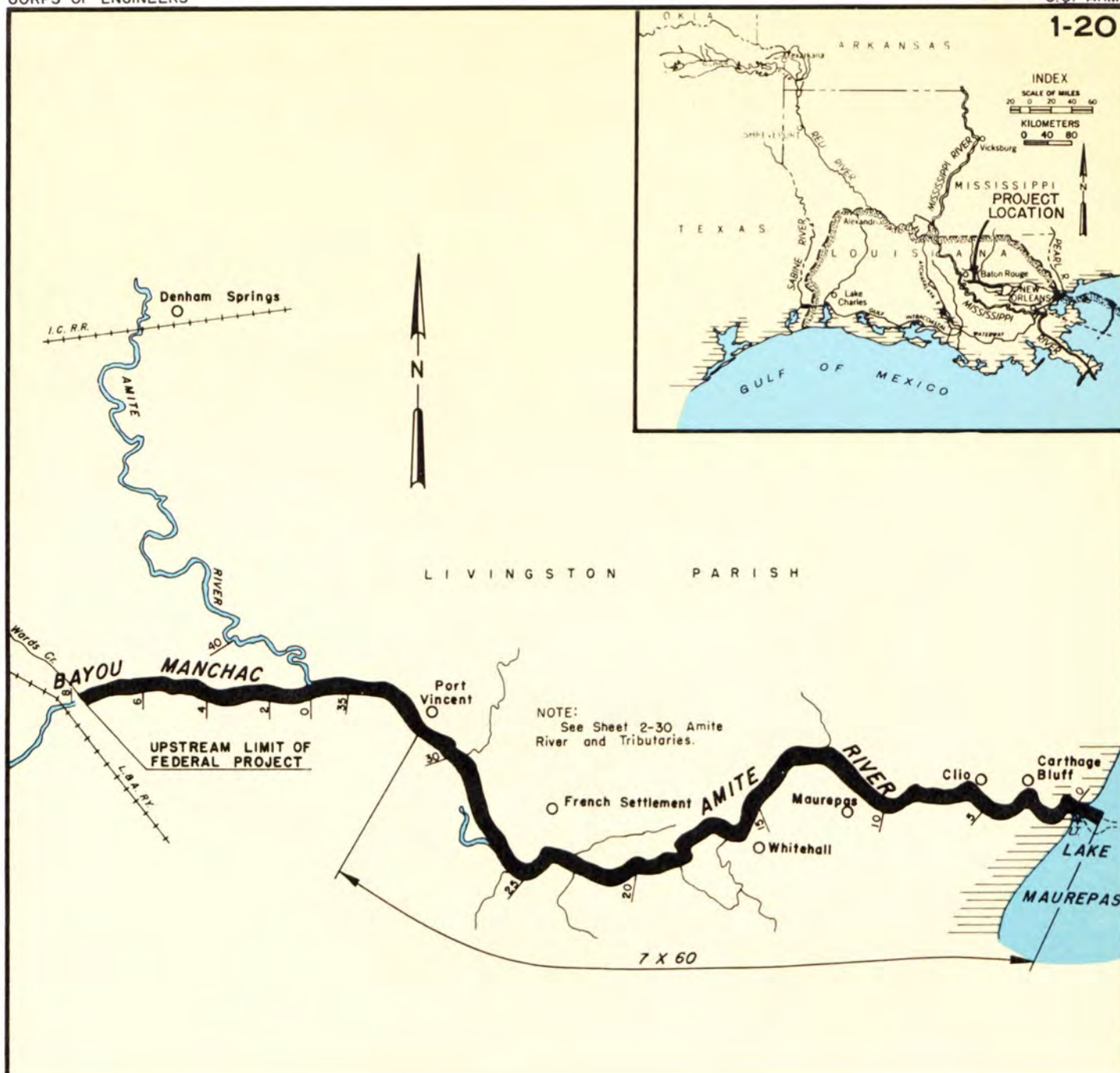
Progress of Work

100% complete in 1928

Cost

\$28,234

1-20



LEGEND

Improvements completed

PLAN
SCALES



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

AMITE RIVER
AND BAYOU MANCHAC, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

WATERWAY FROM THE INTRACOASTAL WATERWAY TO BAYOU DULAC, LA.
(BAYOUS GRAND CAILLOU AND LE CARPE, LA.)
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

Adopted by River and Harbor Act approved 30 August 1935, provides for a channel 5- by 40-feet from the Intracoastal Waterway at Houma via Bayou LeCarpe, Bayou Pelton and Bayou Grand Caillou to Bayou Dulac. Length of improvement about 16.3 miles.

The River and Harbor Act approved 23 October 1962 authorized a modification of the project for the waterway from the Intracoastal Waterway to Bayou Dulac, Louisiana (Bayous Grand Caillou and LeCarpe) to provide for a 10- by 45-foot channel in Bayou LeCarpe from the Gulf Intracoastal Waterway to the Houma Navigation Canal.

Purpose

The channel and the modifications to this channel of this project fulfill the needs of navigation by benefiting heavy commercial traffic and tonnages in the area of the project.

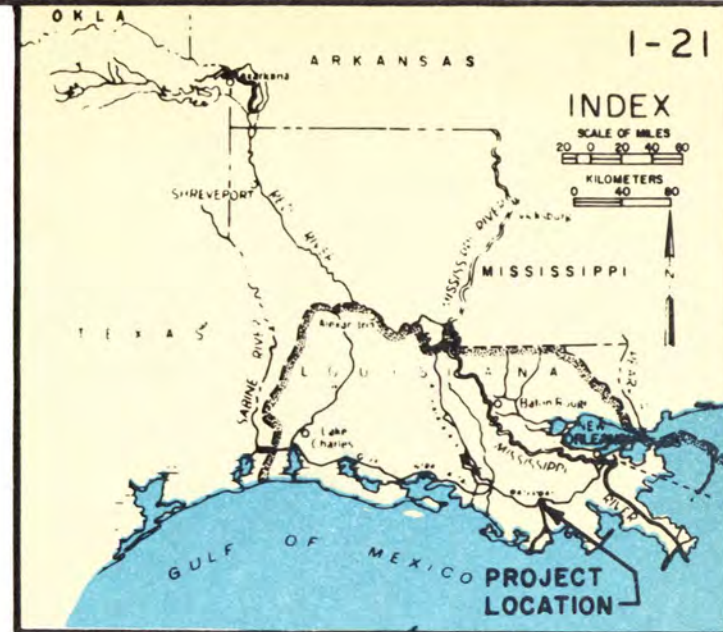
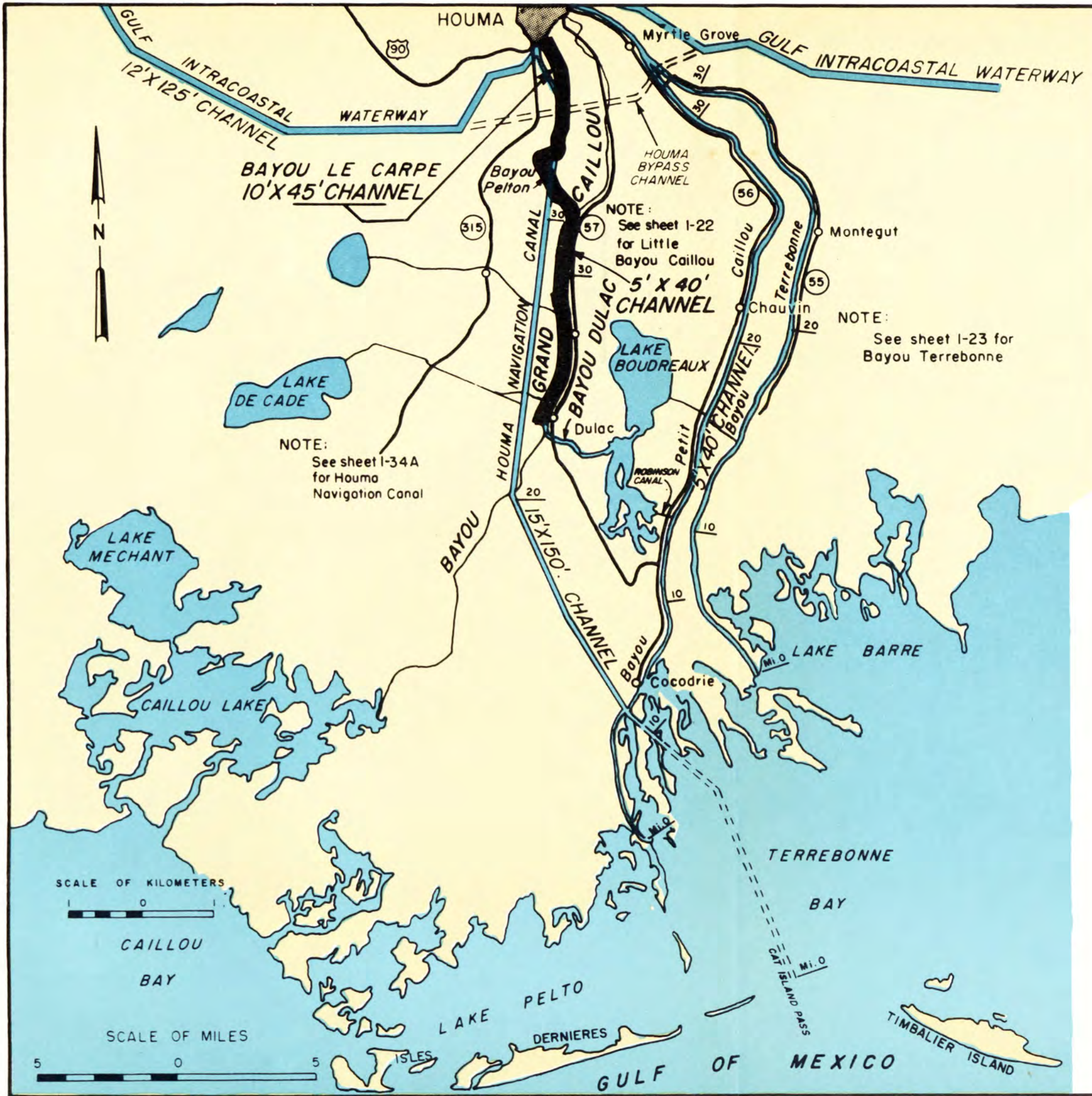
Progress of Work

Work authorized by the River and Harbor Act of 30 August 1935 was completed 1938.

Work authorized by the modification of R. & H. Act of 23 October 1962 was completed 17 August 1964.

Cost

\$ 51,280	Act 30 August 1935
78,342	Act 23 October 1962
Total \$129,622	



LEGEND

Improvements completed

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**WATERWAY FROM THE
INTRACOASTAL WATERWAY
TO BAYOU DULAC, LA.**
(BAYOUS GRAND CAILLOU
AND LE CARPE, LA.)

SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
Revised 30 September 1983

LITTLE CAILLOU BAYOU, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 21 January 1927 provides for a channel 5- by 40- feet from Bayou Terrebonne to Robinson Canal. Length of improvement 20 miles.

Purpose

With navigation as its primary purpose the 20 miles of improvement provided for in the Little Caillou Bayou project produces easy accessibility for the heavy commercial tonnage in the area.

Physical Data

Normal range of tide, 3 to 6 inches; wind, one foot.

Progress of Work

100% complete in 1929.

Cost

\$77,761



BAYOU TERREBONNE, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

Authorized by River and Harbor Act of 4 March 1913 and prior R. & H. Acts. Provides for a channel 6 feet deep and of suitable width from Bush Canal, (mile 12.9 from mouth of Bayou), to St. Louis Cypress Company bridge at Houma. Length of improvement 24.1 miles. The project channel, west of Barrow Street in Houma, La., was abandoned by River and Harbor Act of 8 September 1959.

Purpose

The purpose of the project was to provide navigation from Houma, La. to Bush Canal.

Physical Data

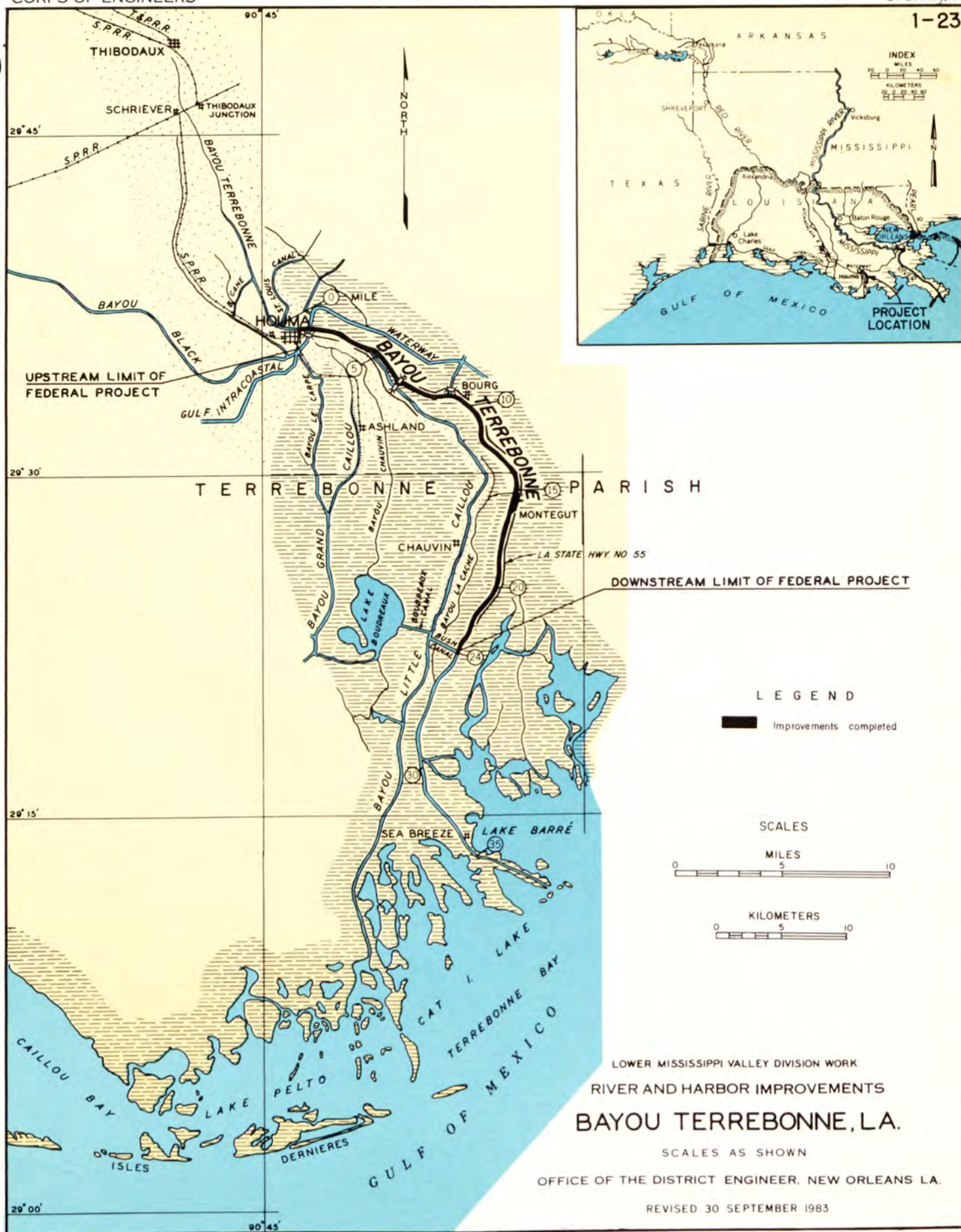
Range of tide normal, 10 inches at mouth and 4 inches at Houma; extreme, 14 inches at mouth and 6 inches at Houma; wind and tide 1 to 3 feet at mouth; flood 3 to 4 feet in upper section.

Progress of Work

Completed in 1916

Cost

\$120,089



BAYOU LAFOURCHE AND LAFOURCHE-JUMP WATERWAY, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

River and Harbor Act of 30 August 1935 House Document 45, 73rd Congress, 1st Session provides for a permanent closure of head of bayou without lock; channel 6- by 60-feet from Napoleonville to Lockport; a channel 6-by 60-feet from Larose to the Gulf of Mexico with a jettied entrance at Belle Pass and the closure of Pass Fourchon, Length of improvement 79.25 miles.

The River and Harbor Act of 14 July 1960 House Document 112, 86th Congress, 1st Session authorized modification of the existing project. This modification provides for an auxiliary channel 12- by 125-feet from the Intracoastal Waterway (mile 37.2) generally parallel to and west of Bayou Lafourche along Grand Bayou Blue to Bayou Lafourche below the highway bridge at Leeville, thence in the bayou to the 12 foot depth contour in the Gulf of Mexico; a channel 9- by 100-feet in Bayou Lafourche from Leeville to the lower limits of Golden Meadow restoring and extending the existing jetties at Belle Pass from the 6- to the 12-foot depth if found advisable to reduce maintenance; and dredging a 12- by 125-foot channel from Bayou Lafourche at Leeville through the Southwestern Louisiana Canal to and through Bayou Rigaud (Grand Isle).

The reach of Bayou Lafourche between Thibodaux and the head of the bayou at Donaldsonville authorized by Act of 30 Aug 1935, has been deauthorized under Public Law 90-149 approved 22 Nov. 1967.

Purpose

To meet the needs of established and prospective navigation.

Physical Data

Range of tide normal 10 inches at mouth and 3 inches at head; severe rains, 3 to 10 feet at head; hurricane up to 10 feet at mouth.

Progress of Work

Dredging between Lockport and Larose was completed to 9- by 100-foot dimensions in 1936 as part of the G.I.W.W. Dredging between Larose and the Gulf of Mexico and Jetties at Belle Pass was completed in 1934. Dredging between Lockport and Thibodaux, La. is in inactive status due to lack of rights-of-way and dredged material disposal areas.

Dredging authorized by the Act of 14 July 1960 between mile -0.3 and mile 13.2 on Bayou Lafourche was completed 11 September 1963.

Dredging Bayou Lafourche from Leeville to Golden Meadow (9' x 100") was initiated on Jun 21, 1966 and completed 25 August 1966.

Dredging of Lafourche Auxiliary Channel will be initiated contingent upon availability of right-of-way and funds.

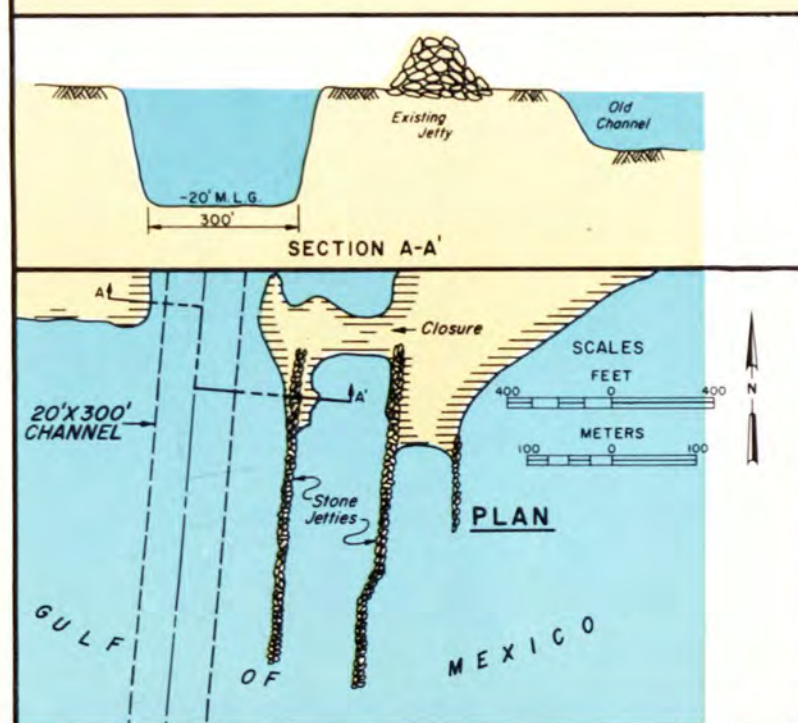
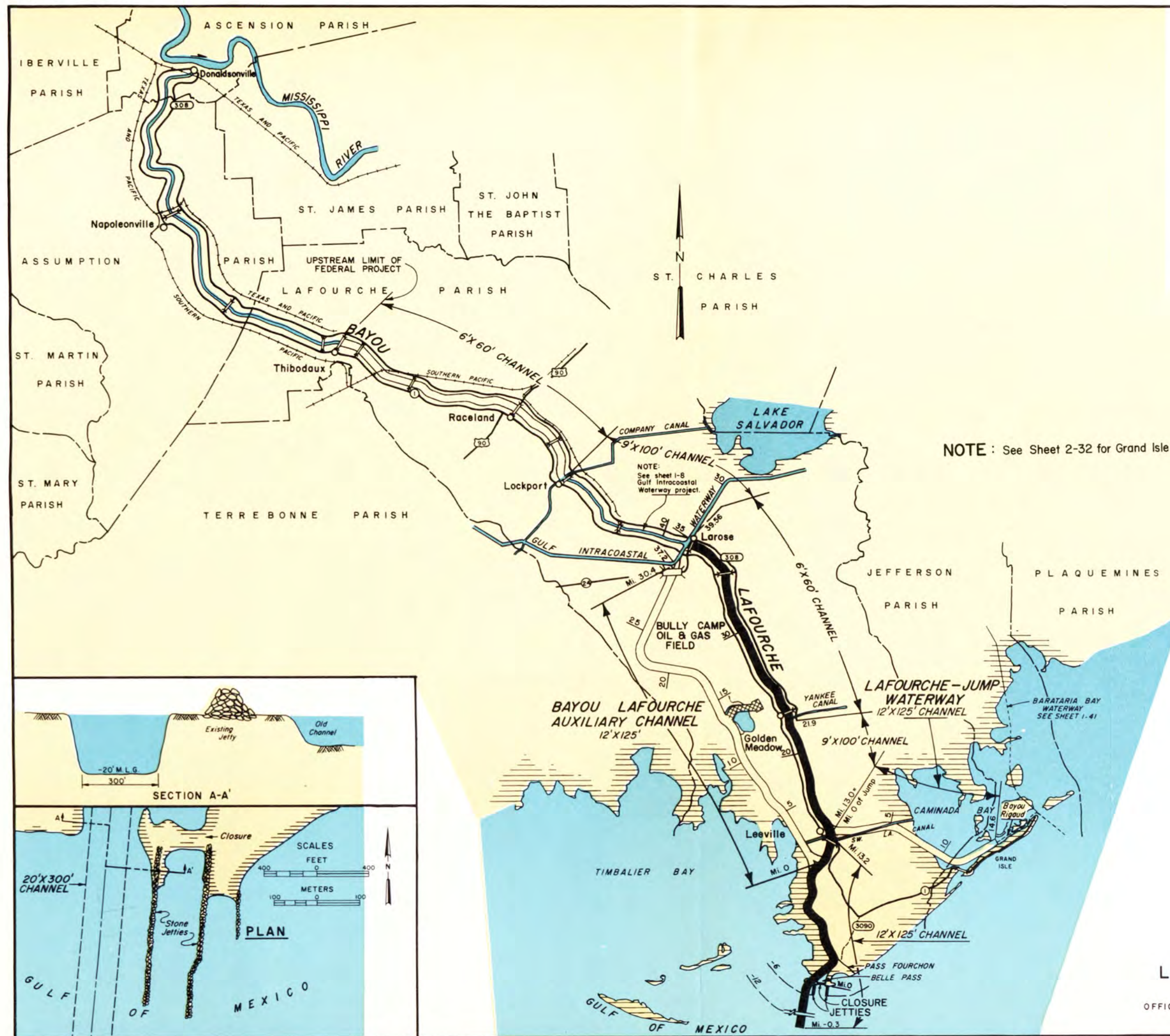
Act of 14 July 1960 is 13% complete.

The Greater Lafourche Port Commission requested and was granted a permit to dredge a new channel 20 by 300 feet wide west of the existing channel from mile 0.76 in Bayou Lafourche to the 20-foot depth in the Gulf, and to close the existing jettied channel after completion of the new channel. This work was completed in March 1968 and the Port Commission must maintain the channel at no less than 12 by 125 feet.

Total project as modified is 20.9% complete.

Cost

\$1,624,424



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**BAYOU LAFOURCHE AND
LAFOURCHE-JUMP WATERWAY LA.**
SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1983

INTRACOASTAL WATERWAY (5' x 40')
MISSISSIPPI RIVER TO BAYOU TECHE, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

River and Harbor Act of 2 March 1919, provides for a waterway 115 miles long, 5 feet deep and 40 feet wide at Mean Low Gulf from the Mississippi River to Bayou Teche, La.

Purpose

The waterway gives a direct route to the west in previously inaccessible areas. Only those sections of the project which are used by navigation are still being maintained.

Physical Data

Normal range of tide, 10 to 14 inches. Variation due to storms 6 to 9 feet.

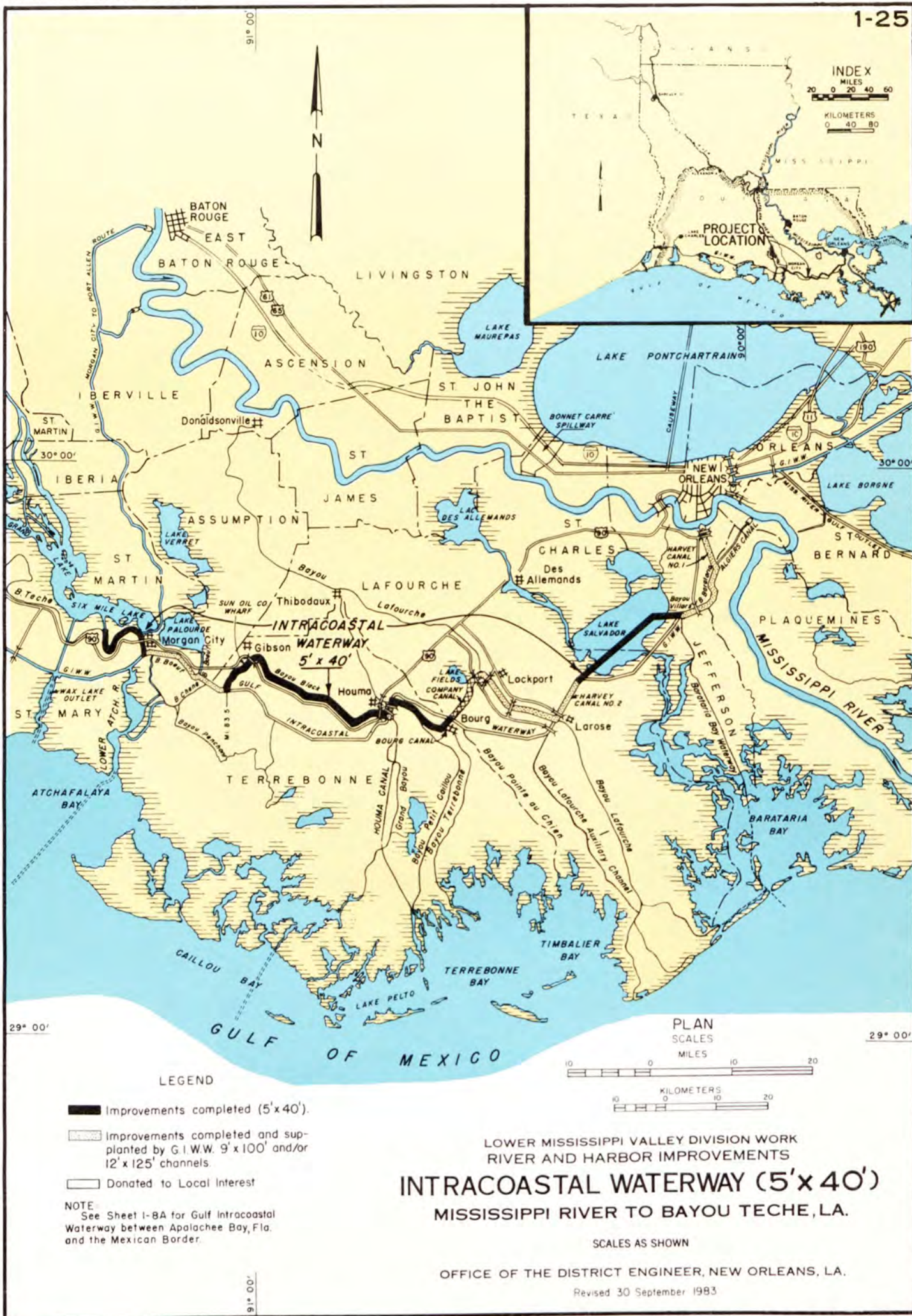
Progress of Work

Maintenance work performed as required.

This project has not been completed and has been superseded for most of its length by the previous 9- by 100-foot channel and the present 12-by 125-foot channel of Gulf Intracoastal Waterway. See sheets 1-8 and 8A.

Cost

\$875,000



TICKFAW, NATALBANY, PONCHATOULA AND BLOOD RIVERS, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 3 March 1881 provides for removal of obstructions in Tickfaw River from mouth to mile 26; in Blood River from mouth to mile 4; in Natalbany and Ponchatoula Rivers, a distance of 15.5 miles. Mile 0 is at the mouth of each stream. Total length of improvement 45.5 miles.

Purpose

The removal of obstructions provided for in this project gives greater clearance and ease of movement for navigation along the waterways. Although no commerce has been reported since 1966, the waterways provide excellent opportunities for fishing, boating and skiing.

Physical Data

Ten inches at mouth of Tickfaw River and 3 inches at head of navigation of all streams due to tide; 30 inches at mouth of Tickfaw River and 9 feet in upper reaches of all streams due to freshets.

Normal range of tide, 10 inches at mouth of Tickfaw River and 3 inches at head of navigation of all streams due to tide; 30 inches at mouth of Tickfaw River and 9 feet in upper reaches of all streams due to freshets.

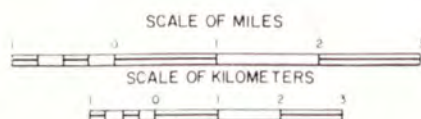
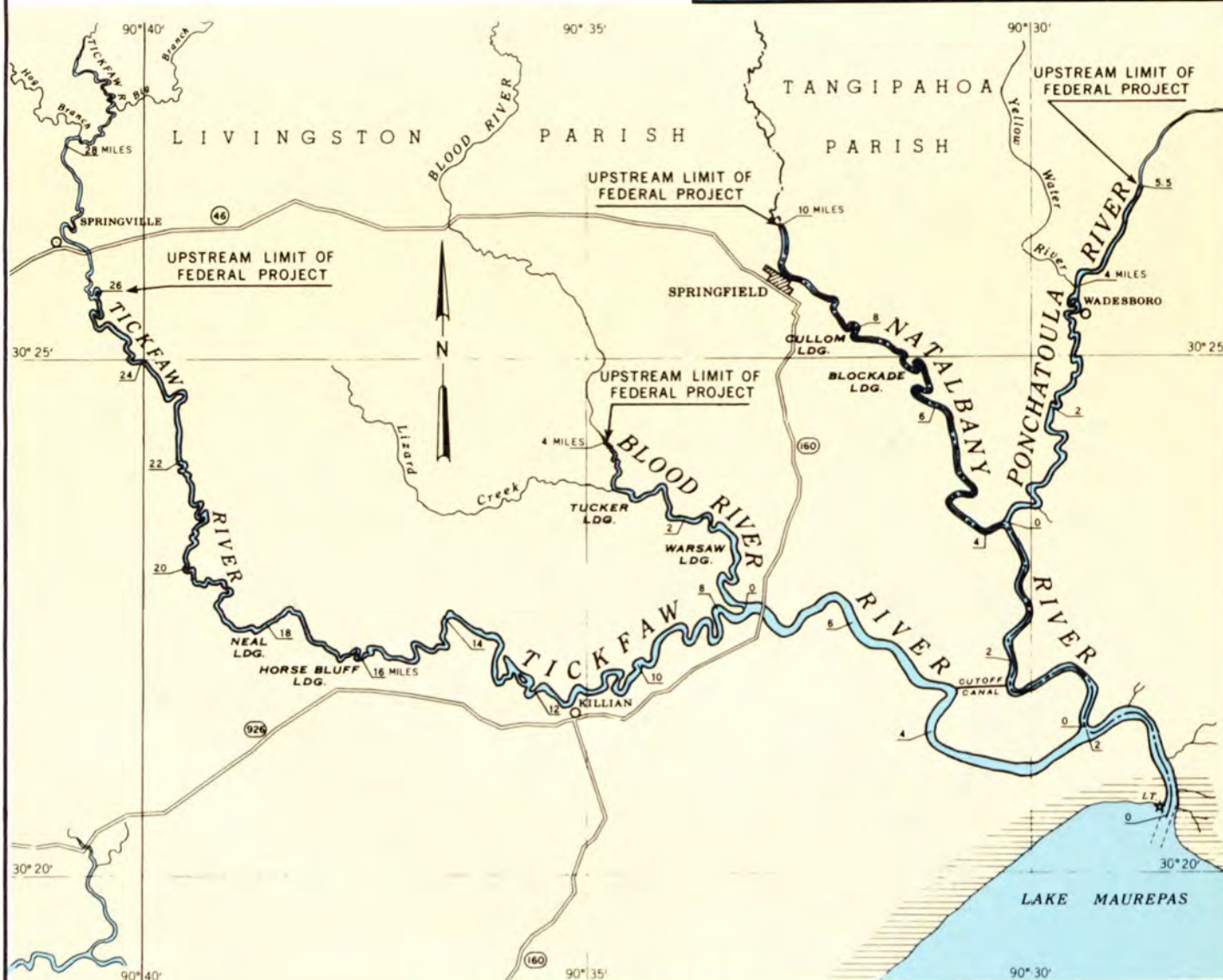
Progress of Work

Completed in 1921

Cost

\$8,115

1-26



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**TICKFAW, NATALBANY,
PONCHATOULA AND
BLOOD RIVERS, LA.**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

PASS MANCHAC, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 24 June 1910 provides for removal of snags and logs throughout the Pass, about 7 miles and from the entrance bars.

Purpose

In order to promote unrestricted navigation, the removal of snags and logs provides access to Lakes Pontchartrain, Maurepas and adjacent areas for fishing, crabbing, hunting and commercial traffic.

Physical Data

Normal range of tide, 10 to 14 inches due to tide; 4 feet due to winds.

Progress of Work

Completed in 1912.

Cost

\$1,374



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

PASS MANCHAC, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

TANGIPAHOA RIVER, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

River and Harbor Acts of 14 June 1880 and 10 June 1872 provided for improvement without dredging by removal of overhanging trees, snags, and obstructions. A distance of 53-1/2 miles above the mouth.

Under Section 107 of the River and Harbor Act of 1960, as amended by Section 310 of the River and Harbor Act of 1965. A 8' x 100' navigation channel was approved.

See sheet 1-49A small River and Harbor projects.

Purpose

The removal of snags, trees and obstructions provided for in this project has improved the Tangipahoa River for navigation. The project further enhances the excellent recreational potential of this waterway.

Physical Data

Normal range of tide and wind in lower reaches, 2 feet to 4 feet, Freshets in upper reaches, 3 feet to 20 feet; lower reaches 2 feet to 5 feet.

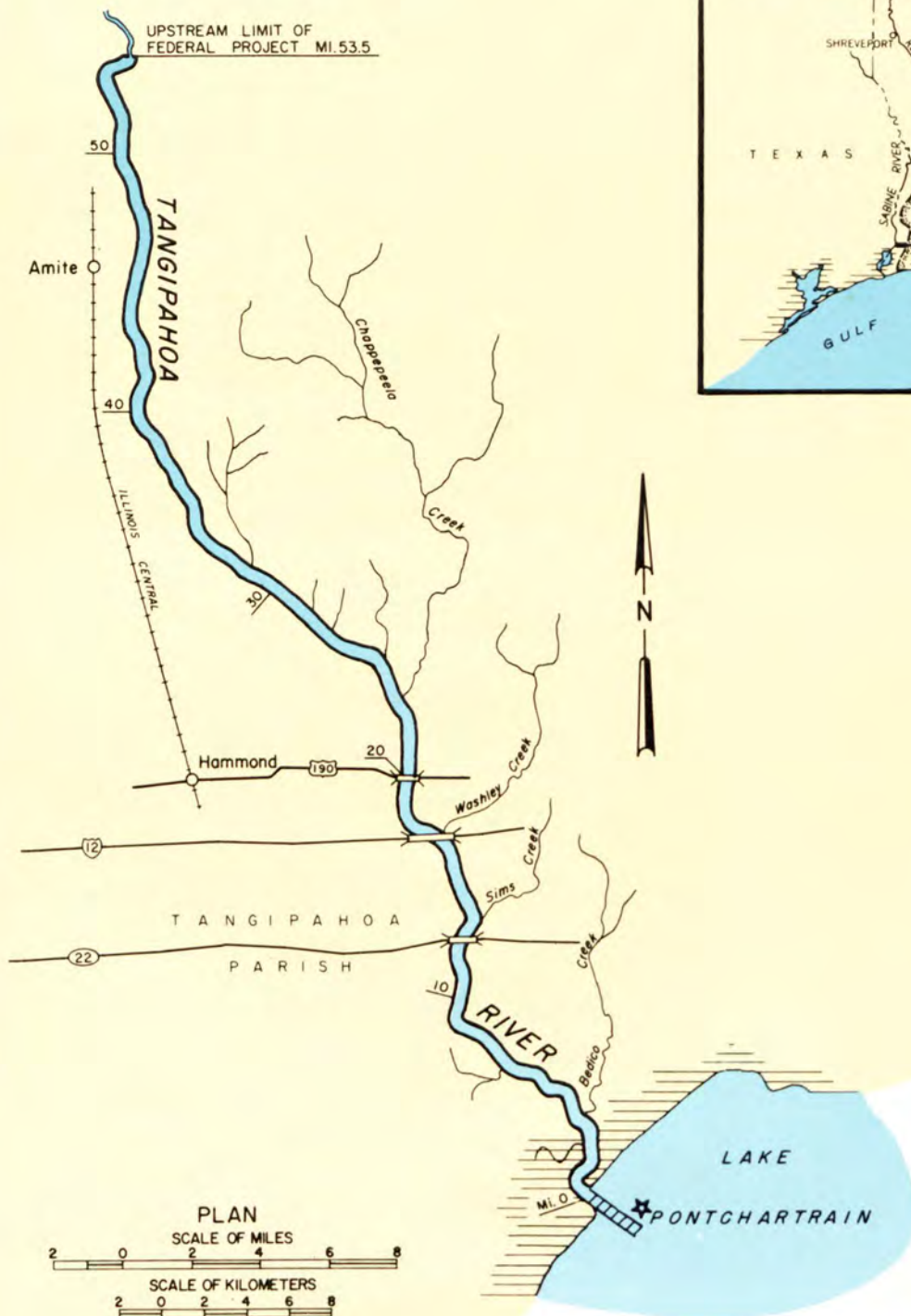
Progress of Work

Completed in 1884. Bar Channel completed 3 Jan 1971 for \$61,211.

Cost

\$567,551

1-28



LEGEND

Improvements completed



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

TANGIPAHOA RIVER, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

CHEFUNCTE RIVER AND BOGUE FALIA, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 3 July 1958 and prior River and Harbor Acts, provide for a channel 10 feet deep at Mean Low Gulf level over a bottom width of 125 feet from that depth in Lake Pontchartrain to mile 3.5 of Chefuncte River, thence for a channel 8 feet deep over an unspecified bottom width via Chefuncte River and Bogue Falia River to Covington, La. Total length of improvement of 14 miles.

Purpose

In assuring the free movement of navigation, the 14 miles of improvement provided by the Chefuncte River and Bogue Falia project enhance commercial traffic and improve the recreational opportunities.

Physical Data

Range of tide, 10 to 14 inches at mouth of Chefuncte, 3 to 5 inches at Covington, due to tide; 8 feet in upper Chefuncte River and Bogue Falia, due to floods and 3 feet at the mouth of Chefuncte River, due to winds.

Progress of Work

Work completed in 1959.

Cost

\$58,342



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**CHEFUNCTE RIVER
AND BOGUE FALIA, LA.**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

BAYOU LACOMBE, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 30 August 1935 provides for a channel 8- by 60-feet through the entrance bar in Lake Pontchartrain. Removal of snags and overhanging trees to fish hatchery at mile 8.2.

Purpose

While aiding navigation, the Bayou Lacombe project channel provides water transportation to an area which was handicapped by a lack of economical means of transportation. Snagging and clearing have greatly enhanced the waterway for recreational use.

Physical Data

Normal range of tide, 0.8 feet; winds, 3 feet to 6 feet.

Progress of Work

Completed in 1938.

Cost

\$4,716

1-30



BAYOU BONFOUCA, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 21 January 1927 provides for dredging channel 10 feet deep at Mean Low Water and 60 feet wide from Slidell, La. to deep water in Lake Pontchartrain.

Purpose

The 10- by 60-foot existing project for Bayou Bonfouca affords a connection between Slidell and Lake Pontchartrain on which waterborne commerce serving existing manufacturing plants can be carried and over which vessels and barges can be moved to and from repair facilities and shipbuilding yards.

Physical Data

Range of tide is 0.9 foot due to wind, 2 to 4 feet.

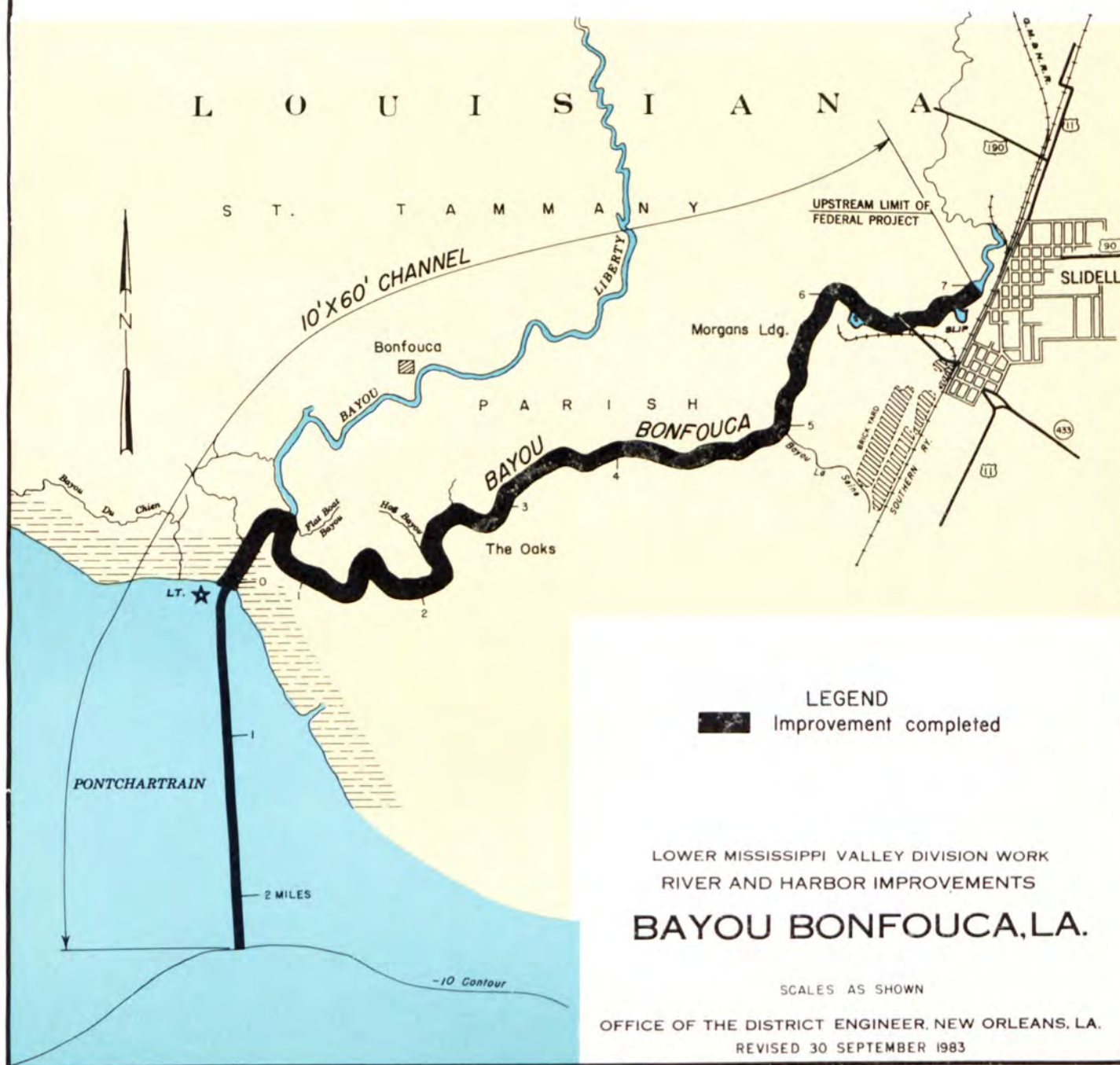
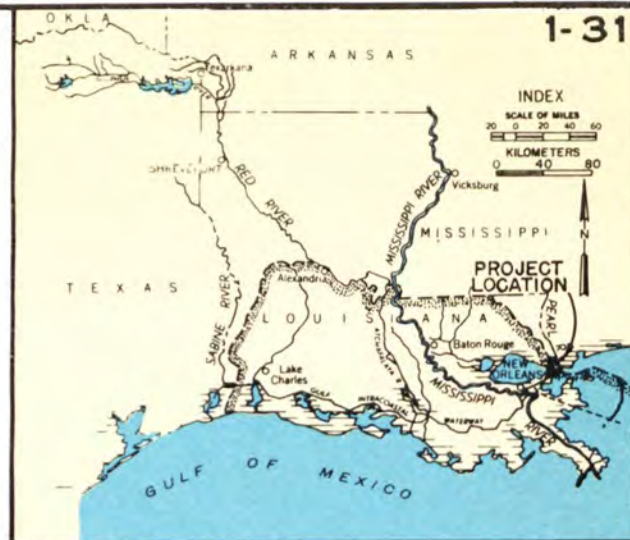
Progress of Work

Completed in 1931

Cost

	\$30,997	(Federal Funds)
	<u>5,500</u>	(Contributed Funds)
Total	\$36,497	

1-31



BAYOU DUPRE, LA.
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 26 August 1937 provides for a channel 6- by 80-feet from highway bridge at Violet to Lake Borgne, thence 6- by 100-feet to the 6 foot contour in the lake and a turning basin 100- by 200-feet at Violet. Length of improvement, 7.3 miles.

Purpose

To assist navigation the 7.3 miles of improvement of the Bayou Dupre project provide easier access by commercial traffic so that more trade is attracted to the waterway and surrounding areas. Pleasure craft also profit from the improvement.

Physical Data

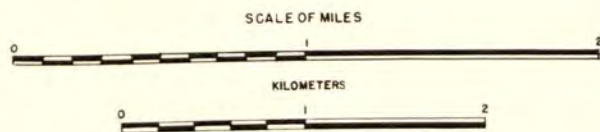
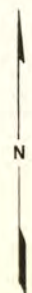
Normal range of tide, 1.5 feet; hurricane, 6 feet.

Progress of Work

Completed in 1939.

Cost

\$38,915



Revised 30 September 1983

BAYOUS LA LOUTRE, ST. MALO AND YSCLOSKEY, LOUISIANA
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 26 August 1937, modified 2 March 1945, provides for a channel 5- by 40-feet from deep water in Lake Borgne to the shore line at the mouth of Bayou Yscloskey; a channel 6- by 40-feet from deep water in Lake Borgne through Bayous St. Malo, la Loutre and Eloï to deep water in Lake Eloï; a channel 5- by 30-feet in Bayou la Loutre between Hopedale and Bayou St. Malo. Length of improvements 30 miles.

Purpose

This 30-mile project has been used by oil companies as a safe, inland route for transporting crude oil, drilling equipment and personnel. The channels are, however, presently used mainly by commercial trappers and fishermen en route to Lake Borgne, Chandeleur Sound, and intervening waterways and marsh areas. Excellent commercial launching and boat rental facilities are available in the area, further enhancing its recreational potential.

Physical Data

Normal range of tide, 1 foot; hurricane, 6 feet.

Progress of Work

All construction completed 19 May 1956.

Cost

\$96,916



- LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
Revised 30 September 1983

HOUMA NAVIGATION CANAL, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1981

Project

River and Harbor Act of 23 October 1962 provides for the maintenance of the Houma Navigation Canal, after its completion by local interests in 1962, to channel dimensions of 15 feet deep and 150 feet wide, at an estimated annual cost of \$105,000. Total length of improvement 40.5 miles with 10.0 miles in Terrebonne Bay and 3.9 miles in the Gulf of Mexico.

In accordance with Section 5 of the River and Harbor Act, approved 4 March 1915, authority was granted on 23 August 1973 to increase the Houma Navigation Canal project dimensions to 18 feet by 300 feet between Mile 0 and the minus 18-foot contour in the Gulf of Mexico.

Purpose

To provide for the maintenance of the Houma Navigation Canal.

Physical Data

Normal range of tide, 10 inches at mouth and 4 inches at Houma; extreme, 14 inches at mouth and 6 inches at Houma; wind and tide 1 to 3 feet at mouth, flood 3 to 4 feet in upper section.

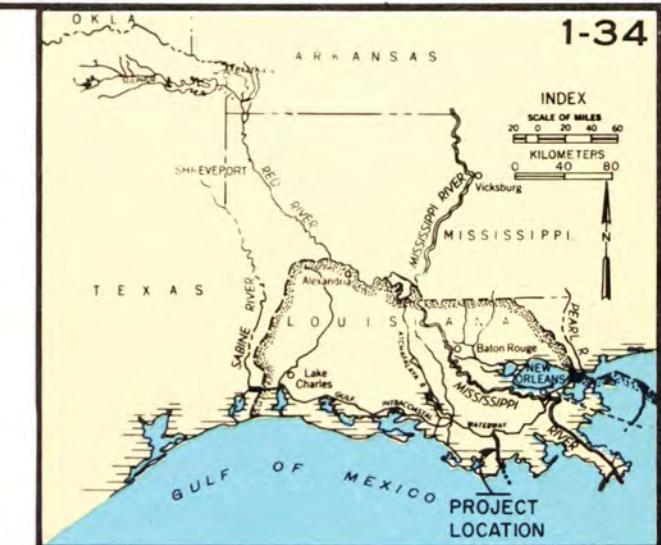
Progress of Work

Maintenance by the United States initiated on 27 November 1964.

Enlargement of the Houma Navigation Canal from Mile 0 to the 18-foot contour in the Gulf was completed in July 1974.

Cost

\$ 10,787,297



Improvements provided by local interest completed

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
HOUMA NAVIGATION CANAL, LA.
SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
Revised 30 September 1983

GRAND BAYOU PASS, LOUISIANA
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 20 June 1938 provides for a channel 6- by 60-feet through the entrance bar.

Purpose

This project is used by navigation interests as a safe entrance from the Gulf of Mexico to Grand Bayou.

Range of Tide

16 inches to 40 inches due to tides; 6 feet due to hurricane tides.

Progress of Work

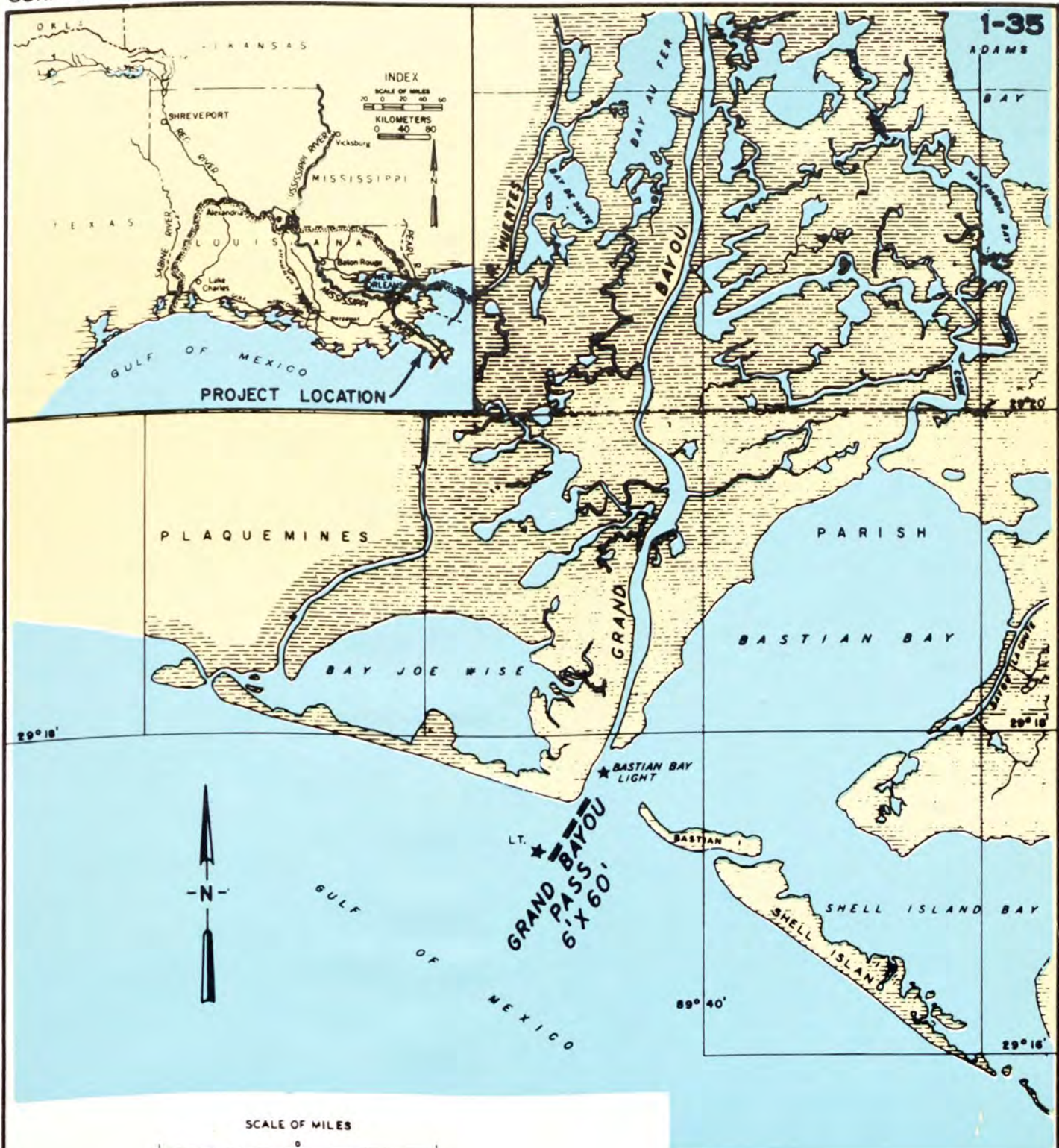
Completed in 1939.

Status

100% Complete

Cost

\$7,676



SCALE OF MILES



SCALE OF KILOMETERS



LOWER MISSISSIPPI VALLEY DIVISION WORK

RIVER AND HARBOR IMPROVEMENTS

GRAND BAYOU PASS, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

WATERWAY FROM EMPIRE, LA. TO THE GULF OF MEXICO
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

River and Harbor Act of 24 July 1946 provides for a navigable channel 9- by 80-feet from Empire, La. to the Gulf of Mexico, with construction of rubble stone jetties to the 6-foot depth contour; extension of jetties to the 9-foot depth contour is provided if and when it becomes necessary. Length of improvement is 10 miles.

Purpose

This 10-mile channel is used by a large fishing fleet and mineral resource production companies. The project provides a channel from the state-owned lock at Empire southward to the Gulf of Mexico. The Mississippi River Delta and the Gulf of Mexico in the vicinity of Empire abound in opportunities for fishing and hunting, and the waterway is heavily utilized by sportsmen throughout the entire year.

Physical Data

Normal tide ranges from 16 inches to 40 inches; hurricane tides may exceed 6 feet.

Progress of Work

The jetties were completed to the 6-foot depth contour in February 1950, and the channel was completed to the 9-foot depth contour in June 1950. Cooperation with local interests for obtaining right-of-way has been completed.

The project is physically complete unless at a later date it is found necessary to extend the jetties to the 9-foot depth contour.

Cost

\$1,068,142



LEGEND

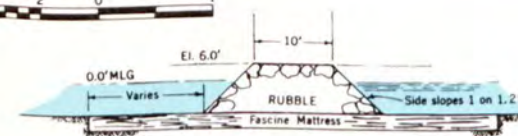
Improvements completed

Improvements authorized

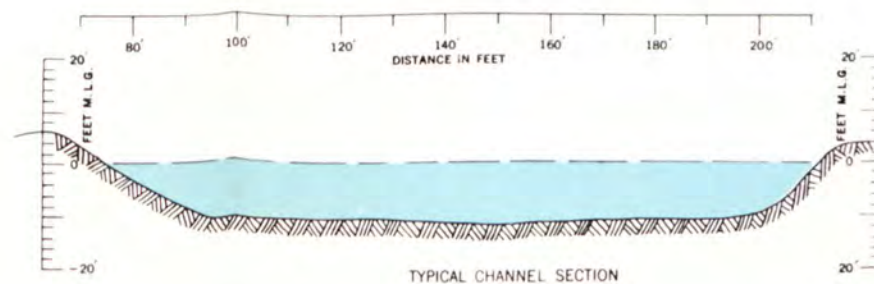
PLAN

SCALE OF MILES

SCALE OF KILOMETERS



TYPICAL SECTION
ENTRANCE JETTIES
NOT TO SCALE



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**WATERWAY FROM EMPIRE, LA.
TO THE GULF OF MEXICO**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

REMOVAL OF AQUATIC GROWTH (LOUISIANA)
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Existing project authorized by River and Harbor Act of 3 March 1899, House Document 91, 55th Congress, 3rd Session, with the following acts dated 13 June 1902, 3 March 1905, 2 March 1907, 25 July 1912 and 27 July 1916, authorizes water hyacinth control.

Purpose

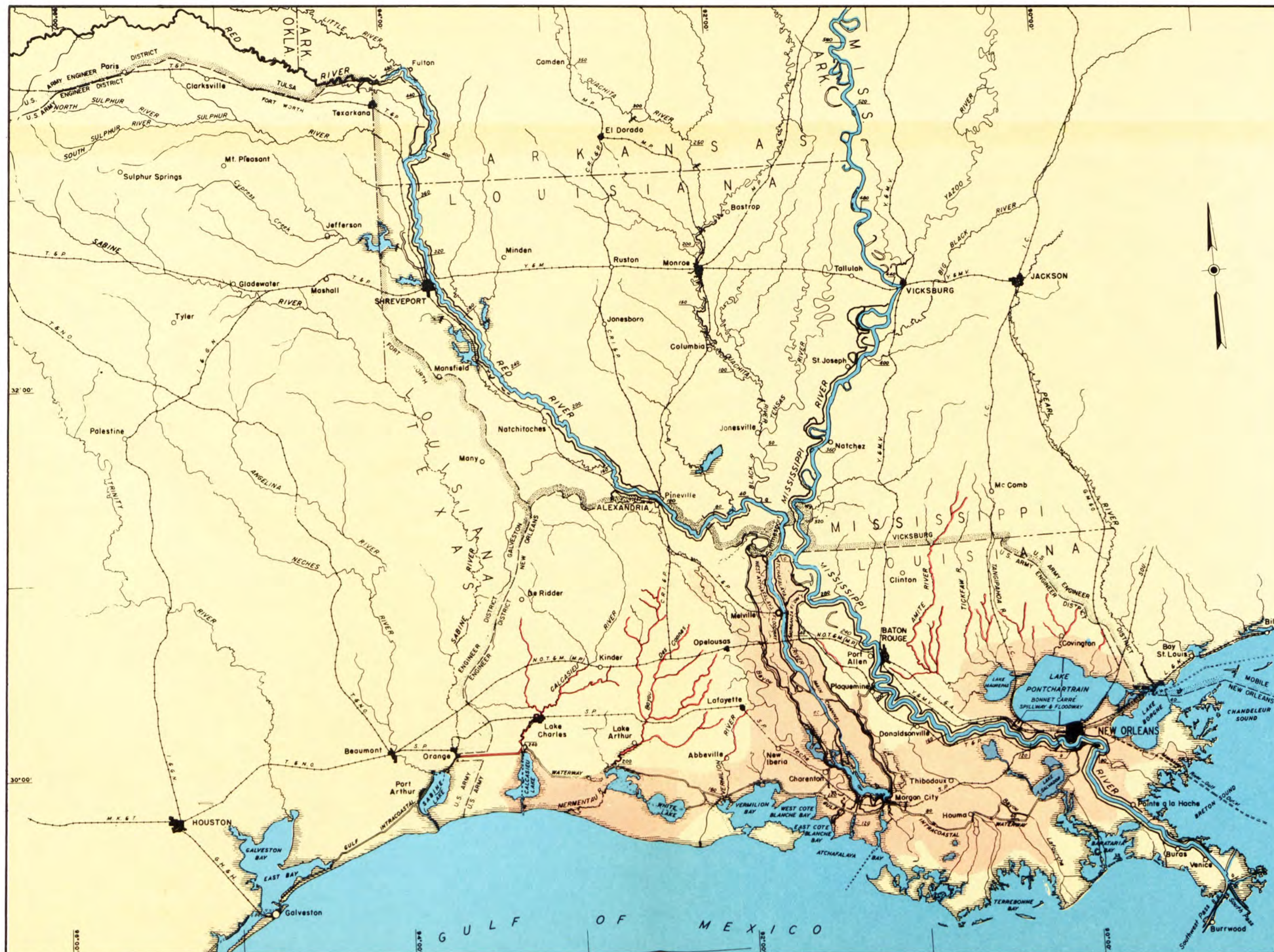
To provide for the extermination or removal of plants from navigable waters of Alabama, Florida, Louisiana, Mississippi and Texas, so far as they are or may become an obstruction to navigation, for the construction and operation of boats equipped with suitable machinery for such removal, and for the construction and operation of booms to prevent drifting of plants from one stream to another.

Progress of Work

Maintenance continues with some changes in the methods of destruction. The use of booms, barricades and mechanical destroyers has been discontinued. Present methods of control are by controlled use of chemical spraying supplemented by the use of insects and pathogens for biological control.

A large - scale operations management test is being conducted in the State of Louisiana by the Waterways Experiment Station for the control of waterhyacinth. This testing program will collect and evaluate data for biological control of waterhyacinth using insects and pathogens. The testing program is being monitored for effectiveness of control. Field studies have been concluded.

An aerial spraying contract was awarded in FY 85 to control water hyacinths in remote areas to assist Corps shore-based units. This contract cleared many acres of waterways in south Louisiana.



LEGEND

- Heavily infested areas
- Infested streams
- Stream mileage

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**REMOVAL OF AQUATIC GROWTH
(LOUISIANA)**

10 0 10 20 30 40 50
KILOMETERS
0 10 20 30 40
MILES

OFFICE OF THE DISTRICT ENGINEER NEW ORLEANS, LA
REVISED 30 SEPTEMBER 1983

BAYOU SEGNETTE WATERWAY, LOUISIANA
CONDITION OF IMPROVEMENT, 30 JUNE 1983

Project

River and Harbor Act of 3 September 1954 provides for a channel 9 feet deep and 60 feet wide at mean low Gulf from Company Canal at Westwego, La. to the Gulf Intracoastal Waterway via Bayou Segnette, a land cut, and Bayou Villars. Length of improvement 12.2 miles.

Purpose

The Bayou Segnette Waterway project channel, 12.2 miles long, affords a shorter and more direct route for navigation, such as for the larger and modern fishing and shrimping boats to the packing and canning industries.

Range of Tide

0 to 0.5 feet.

Progress of Work

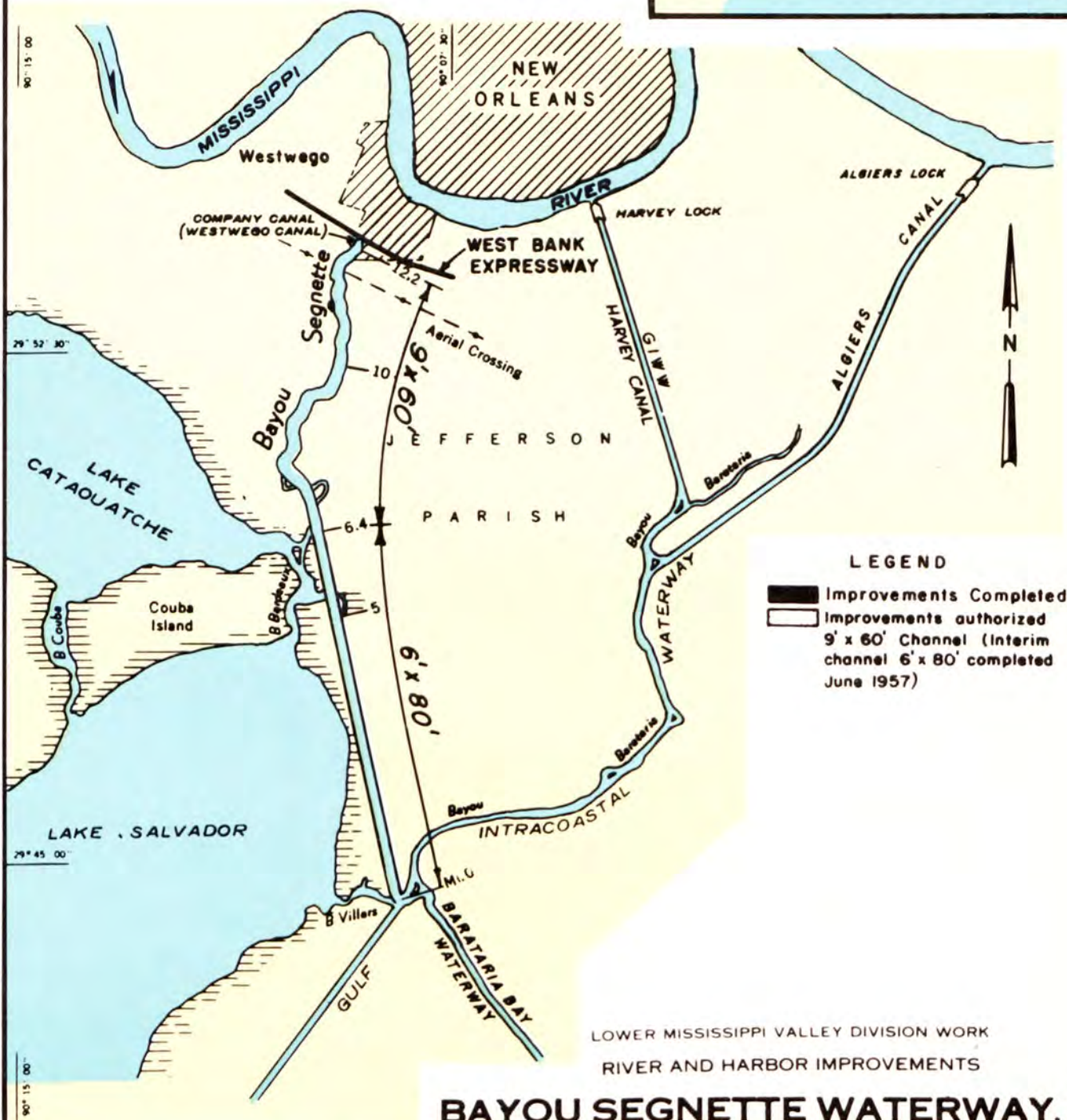
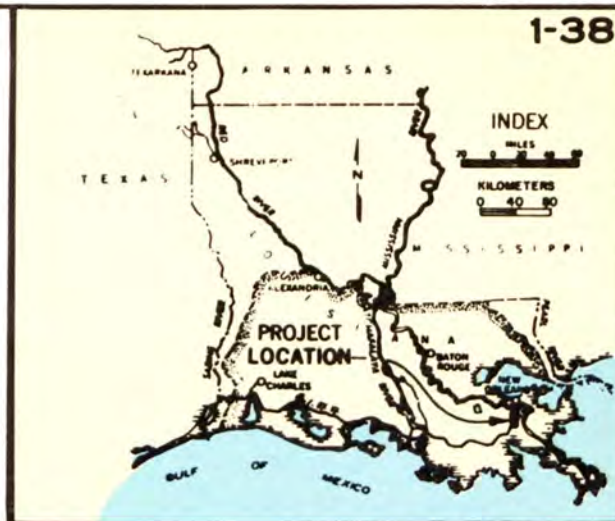
An interim channel 6- by 80-feet consisting of a new land cut along the eastern shore of Lake Salvador from mile 0 at the G.I.W.W. to mile 6.4, thence enlargement and realignment of Bayou Segnette from mile 6.4 to mile 12.2 at Company Canal was completed in June 1957. Completion of the channel to authorized project dimensions will be accomplished when in the discretion of the Chief of Engineers, it is found to be economically advisable and adequate right-of-way is provided by local interest.

Status

63% complete.

Cost

\$238,828



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

BAYOU SEGNETTE WATERWAY, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA

REVISÉ 30 SEPTEMBER 1983

BAYOU TECHE AND VERMILION RIVER, LOUISIANA
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

The Flood Control Act of 18 August 1941 provided for the following improvements in Bayou Teche and Vermilion River: A new channel 8- by 80-feet from the 8 foot contour in Vermilion Bay to the Gulf Intracoastal Waterway; a navigable channel 9- by 100-feet from the Gulf Intracoastal Waterway to the head of navigation (mile 52) at Lafayette, La., for navigation and flood control (in this section the flood requirements exceed the 9- by 100-foot channel from the Gulf Intracoastal Waterway to mile 17.5) improvement of the non-navigable channels of Vermilion River and Bayou Fusilier from Lafayette, La. to Bayou Teche (mile 79); channel enlargement in Bayou Teche from 2 miles below Arnaudville to Port Barre, La.; an increase in the pool elevation above Keystone Dam from 8 to 11 feet Mean Low Gulf (later revised to 9.5 feet) by the addition of movable crest gates on the existing dam; and the construction of a suitable control works in Ruth Canal by local interests.

In connection with these improvements, the project also provides for the replacement of an existing pontoon bridge at Woodlawn over Vermilion River with a vertical lift structure, and the lengthening and strengthening of approaches to five existing movable bridges over Vermilion River below Lafayette, La., and to eleven fixed spans over Vermilion River above Lafayette, La., and to three fixed spans over upper Bayou Teche.

The project was reclassified as an "Operation and Maintenance General" project under the category "Navigation (locks, dams, reservoirs and canals)" by authority of the Office, Chief of Engineers, in 1st Indorsement, 23 April 1956, on letter of the Division Engineer, U.S. Army Engineer Division, Lower Mississippi Valley, 6 March 1956, subject, "Classification of the Mermentau River and Bayou Teche and Vermilion River, Operation and Maintenance, General Projects."

Purpose

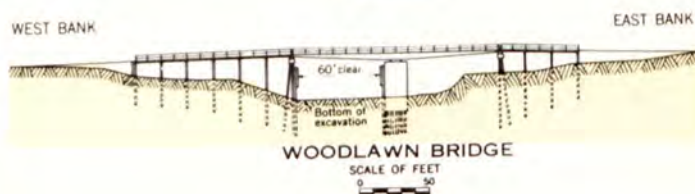
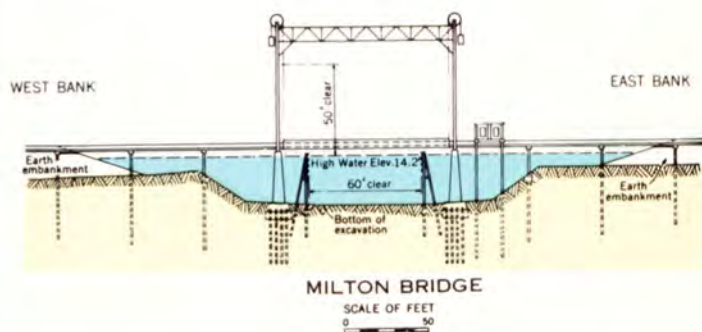
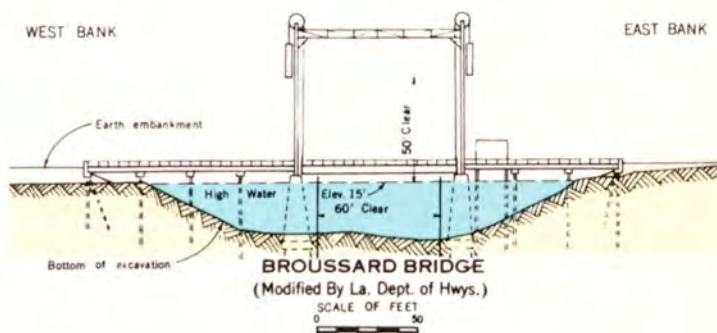
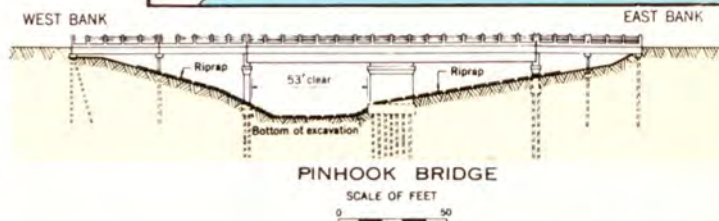
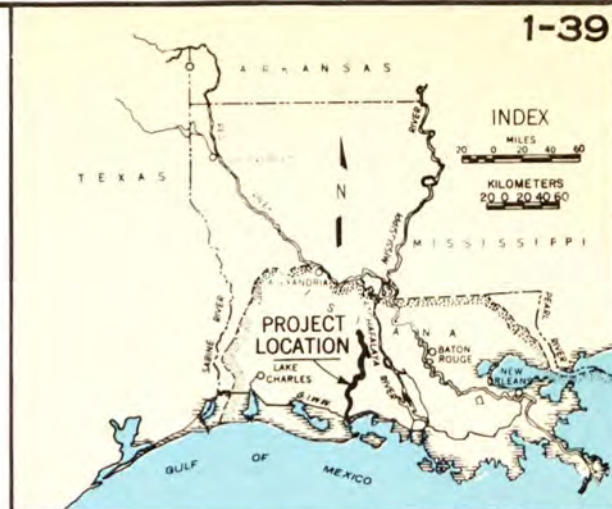
To provide for improved navigation from Lafayette to the 8 foot contour in Vermilion Bay and improve flood control from Port Barre to the Vermilion Bay via Bayou Teche, Bayou Fusilier and Vermilion River.

Physical Data

Normal range of tide, 1.1 feet in Vermilion Bay, under ordinary conditions, and 7 or 8 feet due to hurricanes.

Cost

\$2,891,922



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**BAYOU TECHE AND
VERMILION RIVER, LA.**

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

LEGEND

Improvements completed

Note:
Distances shown on Bayou Teche are above confluence
of Bayou Teche and Lower Atchafalaya River.

☐ State Highway Marker
☐ State Highway Marker (Old)
☐ U. S. Highway Marker

MERMENTAU RIVER, LOUISIANA
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1981

Project

Authorized by Flood Control Act of 18 August 1941, as modified by River and Harbor Act of 24 July 1946. Act provides for enlargement of the lower Mermentau River below Grand Lake to a minimum cross-sectional area of 3,000 square feet below Mean Low Gulf for discharge of flood flows; construction of a sector gated control structure in Mermentau River at Catfish Point, mile 24; channel enlargement and realignment of the Inland Waterway from Vermilion Bay to Grand Lake to provide a minimum cross-sectional area of 3,000 square feet below Mean Low Gulf for discharge of flood flows and interflow between lakes; construction of a sector gated control structure in the enlarged channel near Schooner Bayou Lock; enlargement of the North Prong of Schooner Bayou and Schooner Bayou Cut-Off to a channel 6- by 60-feet at Mean Low Gulf level for navigation purposes. The Act further provides for incorporation into the Mermentau River, La. Project, the existing projects: "Waterway from White Lake to Pecan Island, La." and that part of the "Inland Waterway from Franklin, La. to the Mermentau River," west of Vermilion Bay. The Waterway from "White Lake to Pecan Island" consists of a channel 5- by 40- feet at Mean Low Gulf level.

The project was reclassified as an "Operation and Maintenance, General" project under the category, "Navigation (locks, dams, reservoirs and canals)" by authority of the Office, Chief of Engineers, in 1st Indorsement, 23 April 1956, on letter of the Division Engineer, U.S. Army Engineer Division, Lower Mississippi Valley, 6 March 1956, subject, "Classification of the Mermentau River and Bayou Teche and Vermilion River, Operation and Maintenance, General Projects."

The Mermentau River, Gulf of Mexico Navigation Channel was constructed in 1971 by the East Cameron Port, Harbor, and Terminal District of Cameron Parish. This 4.6-mile channel begins at the point of entry of Mermentau River into Lower Mud Lake and extends in a southerly direction to the Gulf of Mexico. Federal assumption of maintenance of this channel was authorized by Congress on 22 October 1976, under the Water Resources Development Act of 1976 (Public Law 94-587).

Purpose

The purpose of the project is to improve the discharge of flood flows in lower Mermentau River below Grand Lake and in the Inland Waterway from Vermilion Bay to Grand Lake and to improve navigation by enlargement of the North Prong of Schooner Bayou and Schooner Bayou Cutoff.

Physical Data

Range of tide normal, 1.6 feet at the mouth of Mermentau River and Vermilion Bay to about 1.0 feet in Grand and White Lakes under ordinary conditions, with 3 inches at head of Mermentau River, and 7 or 8 feet due to hurricanes; freshets, 8 feet to 12 feet at head.

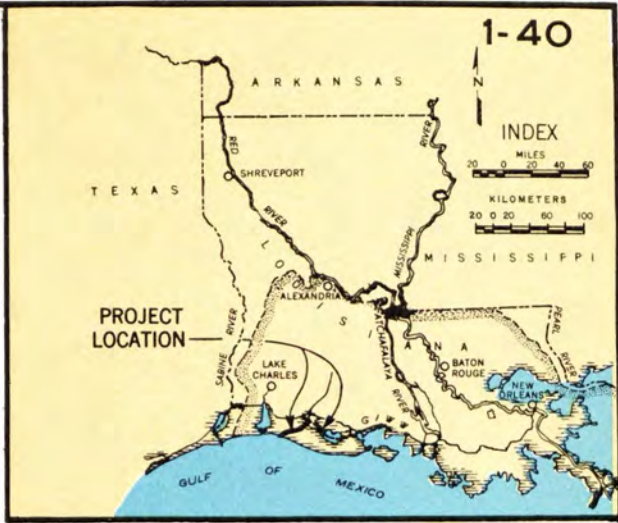
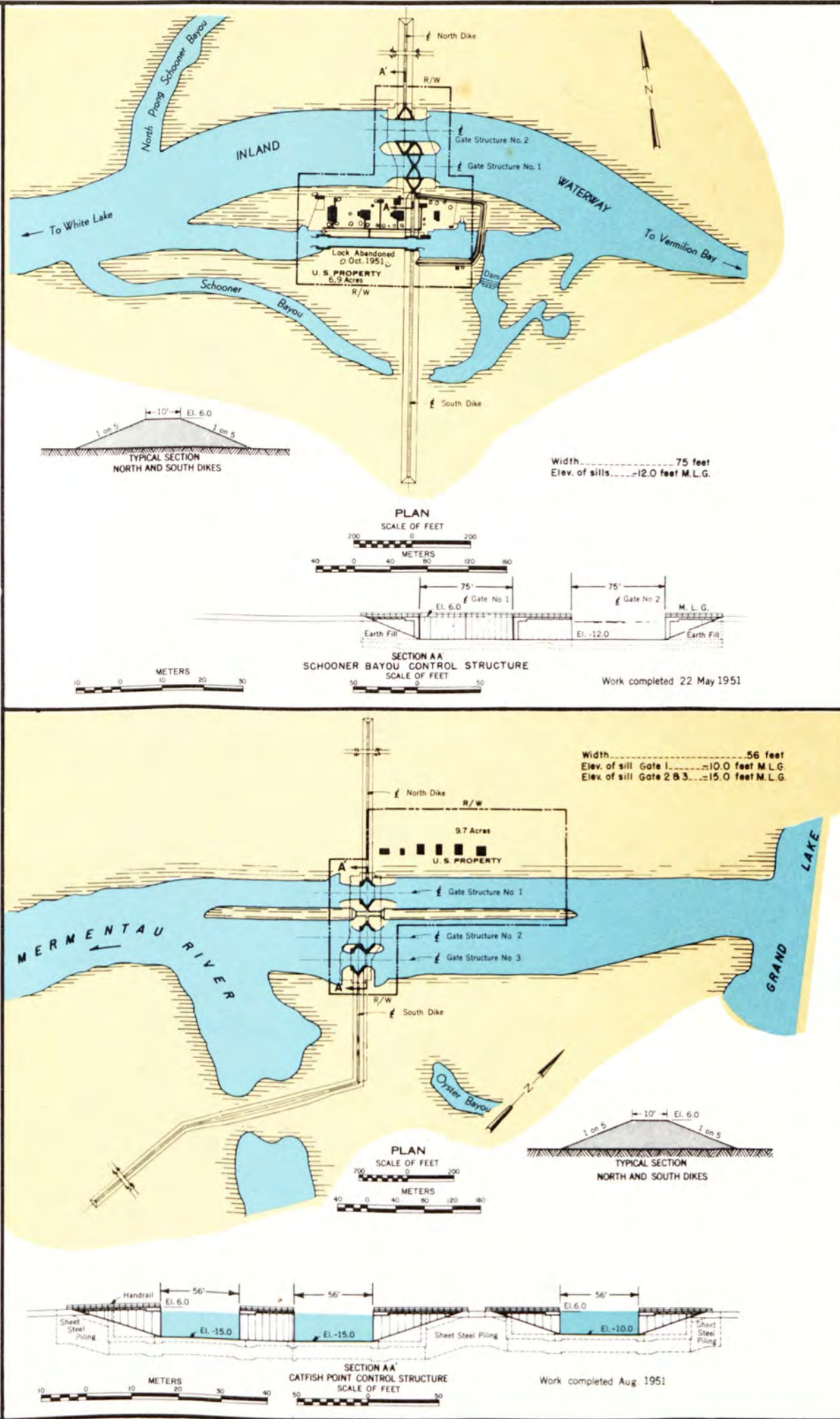
Progress of Work

The features, "Waterway from White Lake to Pecan Island, La." and, "Inland Waterway from Franklin, La. to Mermentau River," west of Vermilion Bay including the "Schooner Bayou Lock," were completed prior to their incorporation into the Mermentau River Project.

Construction of Schooner Bayou and Catfish Point control structures and the approach channels for the latter have been completed. Channel enlargement of Mermentau River from Grand Lake to Grand Cheniere, Schooner Bayou Cut-Off and North Prong of Schooner Bayou have been completed; the enlargement of the channel between White Lake and Vermilion Bay is complete; and the channel enlargement between Grand Lake and White Lake is complete. Dikes for Catfish Point control structure were completed August 1951. Channel enlargement of Mermentau River from mile (-0.5) to mile 8.16 was completed 21 June 1952.

Cost

\$4,672,579



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

MERMENTAU RIVER, LA.

SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1983

Note:
Elevations refer to Mean Low Gulf Level

BARATARIA BAY WATERWAY, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Cost

\$ 73,037	Previous Project
1,572,685	Existing Project (For new work)
2,000	Contributed Funds (Existing Project)
<u>\$1,647,722</u>	

Project

River and Harbor Act of 2 March 1919 provided for a dredged channel 5 feet deep by 50 feet wide from Bayou Villars to Grand Isle. Total length of improvement, 37 miles.

River and Harbor Act of 3 July 1958 provides for a channel approximately 37 miles long with a 12-foot depth and 125-foot width at Mean Low Gulf from its beginning at the Gulf Intracoastal Waterway to Grand Isle, La., following the route of the previous project to mile 15.5 in Bayou St. Denis; thence by a relocated channel along the western shore of Barataria Bay and thru Barataria Pass to the 12-foot depth contour in the Gulf of Mexico, with a 4.3 mile extension of the project to include the westerly 4.3 miles of Bayou Rigaud.

The project depth of the bar entrance channel has been increased to minus 15 feet M.L.G. from Mile 0.0 to the -15 ft. contour in the Gulf of Mexico by LMVD. (Refer to LMVCO-0 3rd indorsement 25 January 1978 on NOD ltr 15 March 1977, subject: Deepening of Bar Entrance Channel of Barataria Bay Waterway.)

Purpose

To provide an adequate navigation channel for vessels engaged in the movement of crude oil, supplies, and equipment for the drilling of offshore and inshore oil wells; in the shrimping and oyster fisheries; and in pleasure fishing and yachting.

Physical Data

Normal range of tide is 14 inches at the mouth and 6 inches at the head. The elevation of water surface near the mouth, due to hurricane has been over 8 feet.

Progress of Work

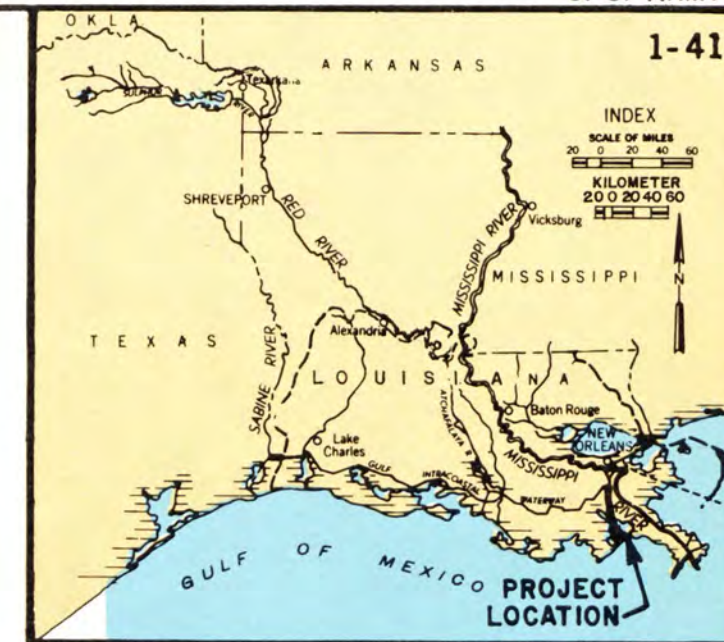
Work under the Act of 2 March 1919 was completed in 1925.

In accordance with Section 5, River and Harbro Act approved 4 March 1915, approval was granted to widen bar entrance channel to Barataria Bay Waterway from 125 feet to 250 feet between mile -1.26 and 12-foot Contour. Work was initiated 31 November 1967 and completed 29 December 1967.

Act of 1958::

Physically completed on 9 November 1963, with Real Estate activities completed 28 April 1967.

Total project 100% complete.



Improvements completed

REVISÉ 30 SEPTEMBER 1983

EXPANDED PROJECT FOR
AQUATIC PLANT CONTROL CONDITION
OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The River and Harbor Act of 3 July 1958, House Document 37, 85th Congress, 1st session as amended by Act of 23 Oct 1962, Public Law 87-874, 87th Congress, 2nd session, and modification of 1965, Act 27 Oct 1965, Public Law 89-293, 89th Congress, 2nd session authorized a comprehensive project for controlling aquatic vegetation in the United States.

Purpose

To provide for control and progressive eradication of obnoxious aquatic plant growths from navigable waters, tributary streams, connecting channels and other allied waters of the United States in the combined interest of navigation, flood control, drainage, agriculture, fish and wild life conservation, public health and related purposes; also continued research for development of the most effective and economic control measures.

Progress of Work

The State of Louisiana, Louisiana Department of Wildlife and Fisheries, furnished assurance of local cooperation which was approved and accepted on 24 March 1980. Under provisions of a continuing contract for an indefinite period of time, the local agency will perform work-in-kind approximating 30% of the program.

Most principal waterways and major bodies of water in the State of Louisiana have been brought under control so far as surface aquatic vegetation is concerned. Corps and State operations on this type of vegetation now are of a maintenance nature, with schedules being dictated by conditions and necessity. In 1984-1985, a normal winter kill, low water drying, and normal salt water intrusion into coastal areas have produced increased effective maintenance with better control of water hyacinth and allowed more extensive control operations in additional aquatic areas. The submerged aquatic weed, Hydrilla Verticillata continues to spread and efforts have begun to control this species. The floating fern, Salvinia Minimia, is increasing in acreage and will become a problem soon.

The Corps of Engineers performs control operations in the Lafourche drainage basin, Port Allen-Morgan City Waterway area, Teche drainage basin, and the Vermillion-Mermentau drainage basin. Occasionally, Corps crews are called on to supplement State control operations, which are in the Pontchartrain-Maurepas drainage basin, Atchafalaya drainage basin, Calcasieu drainage basin, Red River drainage basin, northern parts of the Teche drainage basin, and isolated lakes and streams in the northern half of the state. The New Orleans District, through work by the State of Louisiana, has accomplished control operations for the Vicksburg District and Galveston District on the Pearl River basin and the Toledo Bend Reservoir, respectively.

A program was initiated in 1980 to treat submerged aquatic weeds in waterways of south Louisiana. This program has been expanded through 1985 to increase acres treated, which are mainly infested with hydrilla. Many waters which were previously clogged with submerged aquatics are now open to navigation.

Operations under 1965 River and Harbor Act were initiated in fiscal year 1968.

Cost

\$8,554,780



FRESHWATER BAYOU, LA.
CONDITION OF IMPROVEMENTS, 30 SEPTEMBER 1985

Project

The River and Harbor Act of 14 July 1960, House Document 435, 86th Congress, 2nd Session, authorized a navigation channel 12 feet deep and 125 feet wide from the Gulf Intracoastal Waterway at mile 161.2 west of Harvey Lock to the 12 foot depth contour in the Gulf of Mexico near Freshwater Bayou, with increased width to 250 feet in the Gulf approach as may be found advisable; jetties from the shoreline to the 6-foot depth contour in the Gulf of Mexico, and a lock near the Gulf of Mexico, 84 feet wide, 600 feet long and 16 feet deep.

Purpose

The purpose of this project is to provide a navigation channel from the Gulf Intracoastal Waterway at mile 161.2 west of Harvey Lock to the 12 foot depth contour in the Gulf of Mexico near Freshwater Bayou.

Physical Data

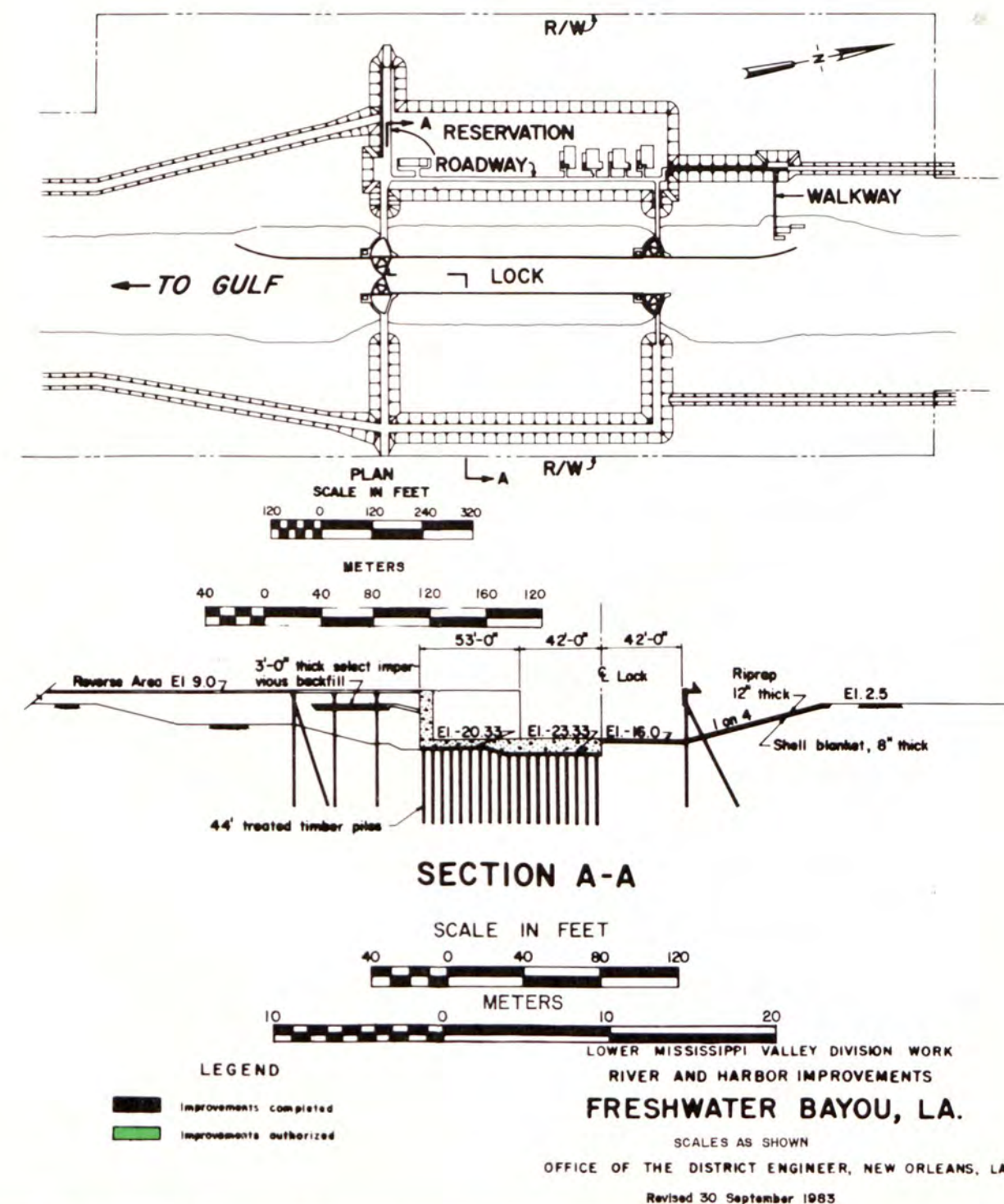
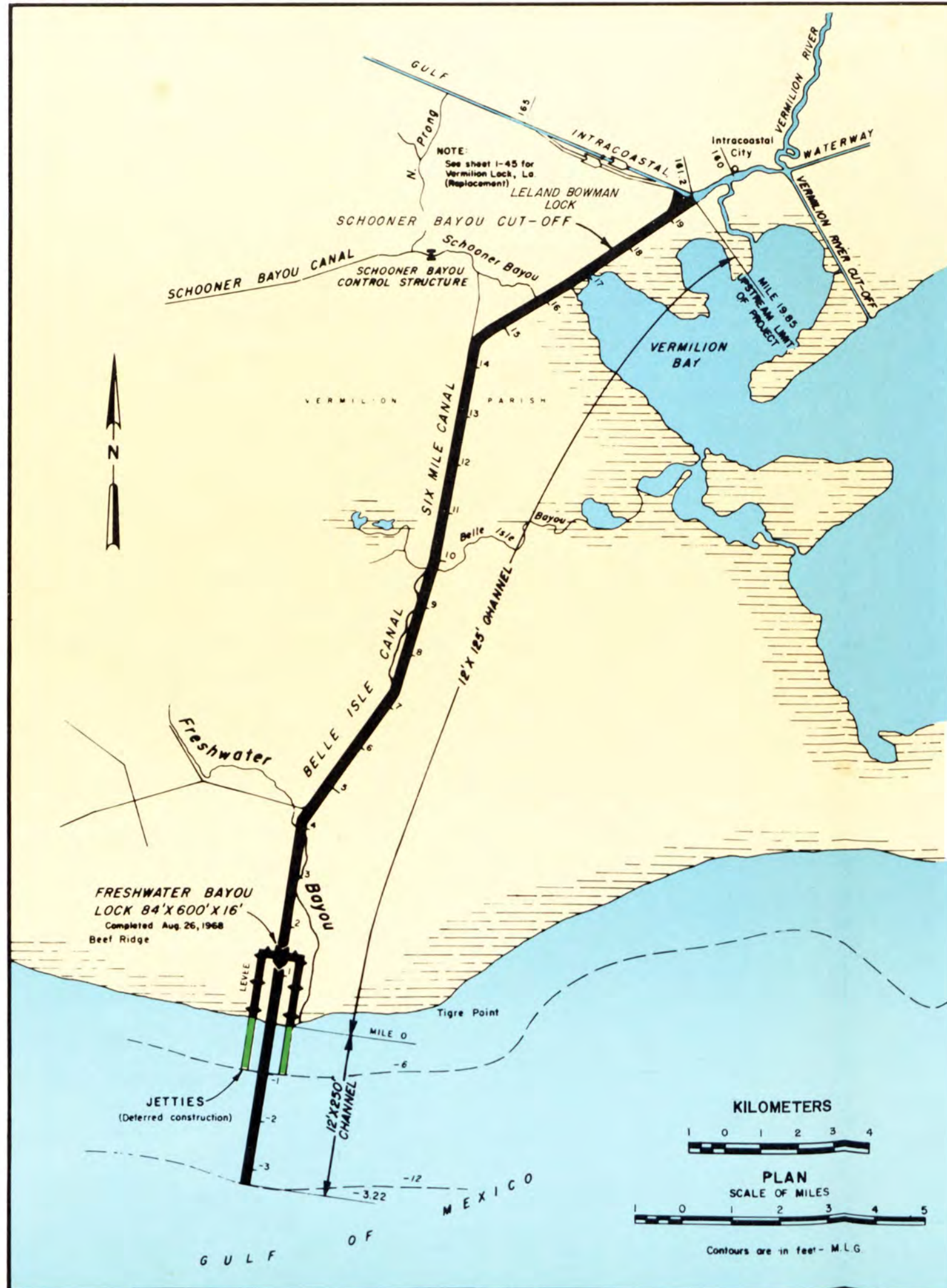
It is estimated that under ordinary conditions the mean range of tide at the lock is 13 inches.

Progress of Work

Total project 100% complete, except that construction of jetties to the -6-foot contour will be deferred until the need therefore is justified.

Cost

	\$7,116,224	Federal Funds
	16,060	Contributed Funds
Total	<u>\$7,132,284</u>	



AUTHORIZED BRIDGE ALTERATIONS
(SOUTHERN PACIFIC COMPANY RAILROAD BRIDGE)
ACROSS BERWICK BAY AT MORGAN CITY
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

Existing project of Bridge Alteration Act approved 21 June 1940, Public Law 647-76/3 (Truman-Hobbs Act) as amended 16 July 1952 by Public Law 564-82/2. To provide a vertical lift opening near the center of the channel with a vertical clearance of 73 feet and a horizontal clearance of about 322 feet.

Purpose

The project provides a vertical lift opening near the center of the channel to replace former bridge which was a low level swing-span. This alteration provides adequate clearance which promotes safer navigation.

Progress of Work

The bridge owner is required to alter the bridge and assume an apportionment of the total cost under the existing project.

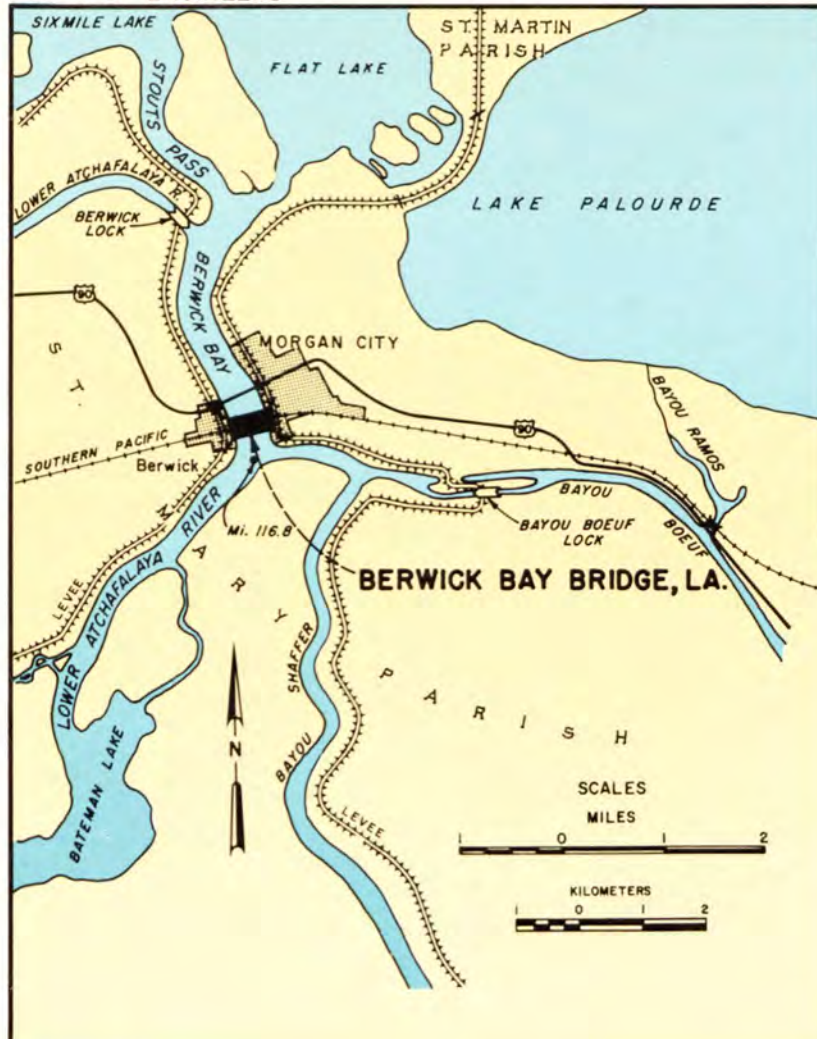
Detailed plans and specifications were completed and bids opened 1 November 1967.

Public Law 89-670 transferred bridge alterations to Department of Transportation and assigned to U.S. Coast Guard.

By letter 19 December 1967 to Commandant, U.S. Coast Guard, Washington, D. C., the Corps of Engineers transferred all papers on this project and concurred in recommendation of SP railroad that award of work be made to Massman Construction Company.

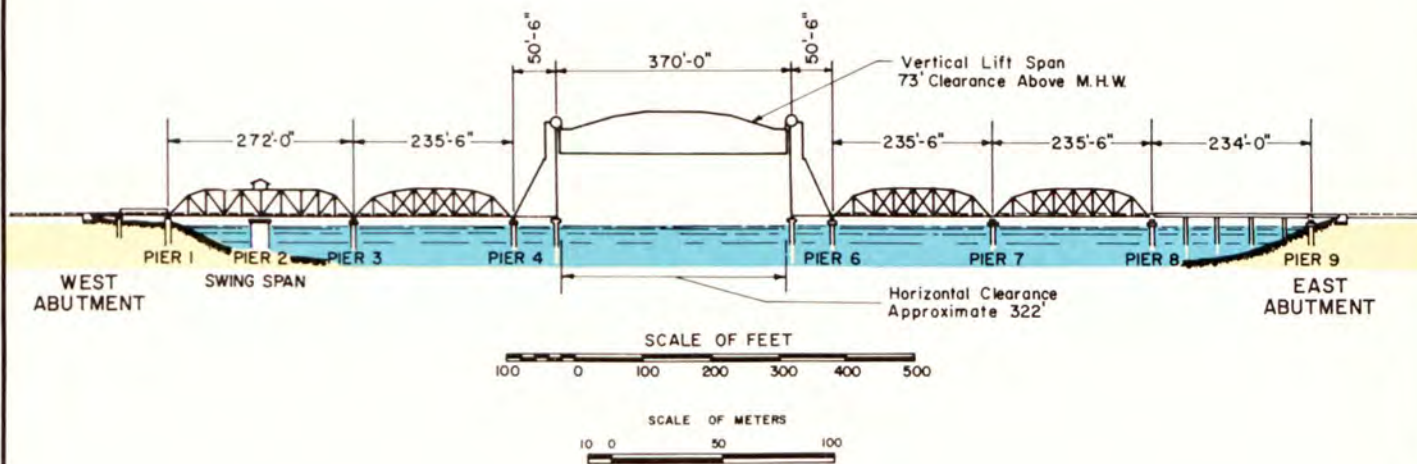
Cost

\$2,973



LEGEND

Improvements Completed



NOTE:

Project under jurisdiction of Department of Transportation - U. S. Coast Guard.

LOWER MISSISSIPPI VALLEY DIVISION WORK RIVER AND HARBOR IMPROVEMENTS BERWICK BAY BRIDGE, L.A. TRUMAN-HOBBS ACT

SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

LELAND BOWMAN LOCK
(REPLACEMENT)
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The Water Resources Development Act of 1976 (PL 94-587), 94th Congress, 2d Session, approved 22 October 1976, authorized the replacement of Vermilion Lock, Louisiana, on the Gulf Intracoastal Waterway, substantially in accordance with the recommendations of the Chief of Engineers in the report dated 3 August 1976 at an estimated cost of \$20,683,000; which report recommends, with concurrence of the Board of Engineers for Rivers and Harbors, a replacement lock 110 feet wide and 1,200 feet long to accommodate present and project marine traffic.

The project is located in the Louisiana Section of the Gulf Intracoastal Waterway near Abbeville, Vermilion Parish, Louisiana, about 163 miles west of Harvey Lock.

The recommended plan of improvement provides for the replacement of the existing lock with a new lock located south of the existing waterway and west of the old lock with dimensions 110 feet wide by 1,200 feet along with a sill at -15.0 M.L.G.

Local interests are required to furnish assurances that they will provide without cost to the United States all lands, easements and right-of-way necessary for construction and subsequent maintenance of the replacement lock and the approach channels.

The Vermilion Parish Police Jury furnished formal assurances covering all requirements of local cooperation, including PL 91-611 and PL 91-646, on 19 March 1975. These assurances were in the process of being accepted by the United States when PL 94-587 was enacted authorizing the 110-foot-wide lock. Amended assurances of local cooperation were accepted on behalf of the United States by the Secretary of the Army of 5 July 1977.

Purpose

Replace existing lock with a larger lock, thereby providing adequate facilities for existing and projected navigation requirements.

Physical Data

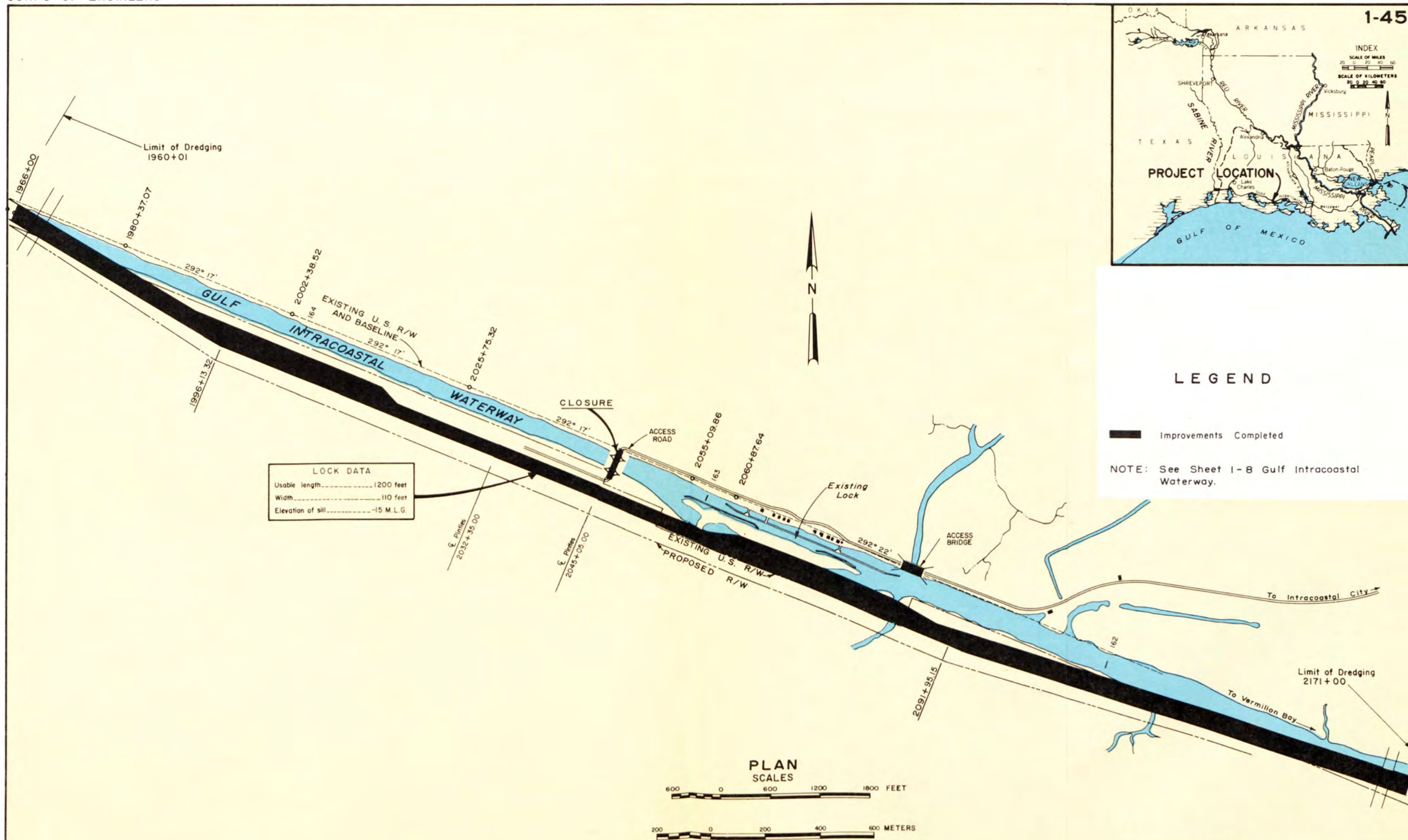
Range of tide, 10 to 14 inches. A severe storm may caused a high tide of from 6 to 9 feet.

Progress of Work

The GDM was approved by OCE, subject to resolution of comments, on 20 October 1976. Amended local assurances were accepted by the United States on 5 Jul 77. All GDM comments were reconciled on 31 Oct 77. The EPA issued a letter of "No objection to construction" on 21 Apr 78. All preconstruction planning funds have been received, and preconstruction planning was completed in FY 79. Construction was begun on 15 Sep 1981 and completed on 9 Mar 1985.

Cost

\$32,200,000 Federal



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
LELAND BOWMAN LOCK, LA.
(REPLACEMENT)
GULF INTRACOASTAL WATERWAY

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1985

ATCHAFALAYA RIVER AND BAYOUS CHENE,
BOEUF, AND BLACK, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Project

The River and Harbor Act of 1968, House Document 155, 90th Congress, 1st Session, authorized the following plan of improvement:

(1) a channel 20 feet deep over a bottom width of 400 feet from the vicinity of the U. S. Highway 90 crossing over Bayou Boeuf to the Gulf of Mexico via the Gulf Intracoastal Waterway (GIWW), Bayou Chene, the Avoca Island-Cutoff Bayou Drainage channel, the Lower Atchafalaya River, and the existing project across Atchafalaya Bay to the 20 foot depth contour in the Gulf of Mexico, except that the width in Bayou Boeuf would be reduced to not less than 300 feet where necessary because of industrial developments on both sides of the bayou, and

(2) a 20 by 400 foot channel in Bayou Black and the GIWW from the major shipyard on Bayou Black at U. S. Highway 90 to Bayou Chene.

Purpose

To provide an adequate navigation outlet for the major marine fabrication and repair facilities which build mobile offshore petroleum drilling rigs, and to provide shelters of refuge, for these rigs and related floating equipment, from Gulf storms and hurricanes.

Physical Data

The range of tide at the mouth of the Atchafalaya River is 10 inches normally with extremes of 10 feet during hurricane surges.

Progress of Work

Construction on the inland portions of Bayous Boeuf and Black was initiated on 8 Apr 77 and completed on 13 Jan 78 and June 1978 respectively. Construction of the final reach, Bayou Chene and Avoca Island Cutoff commenced 23 Oct 80 and was completed 28 Sep 81.

The GDM was approved and the final impact statement was placed on file with Council on Environmental Quality on 15 Jan 74.

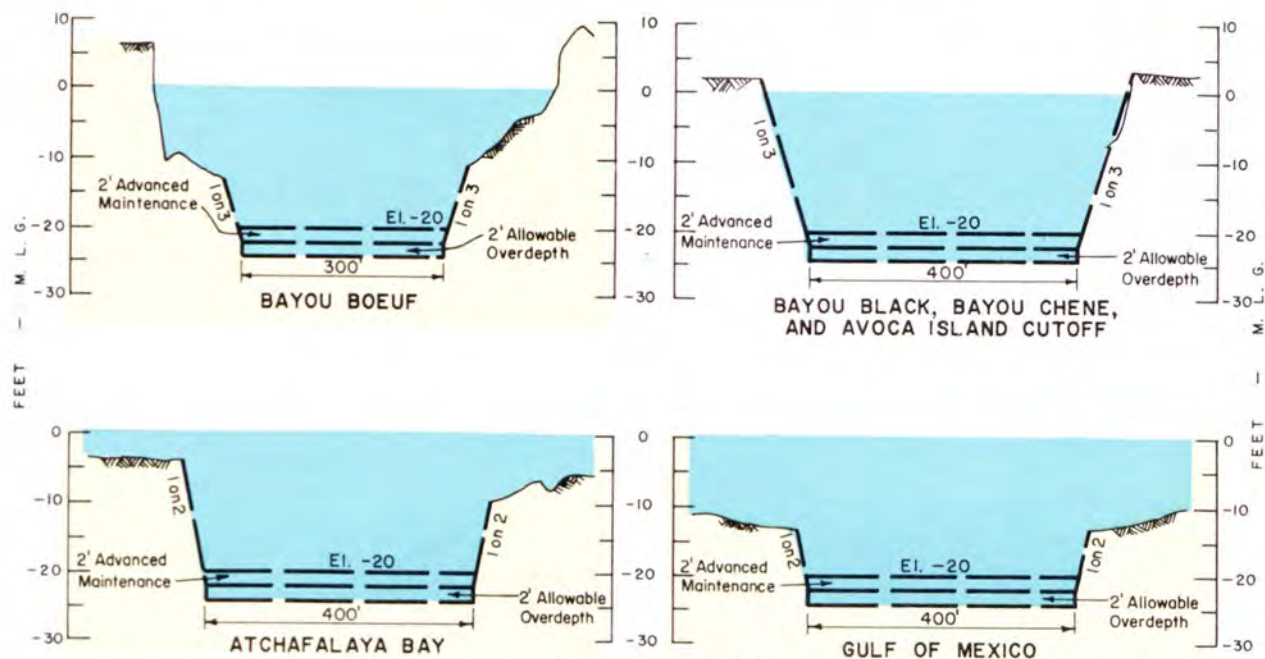
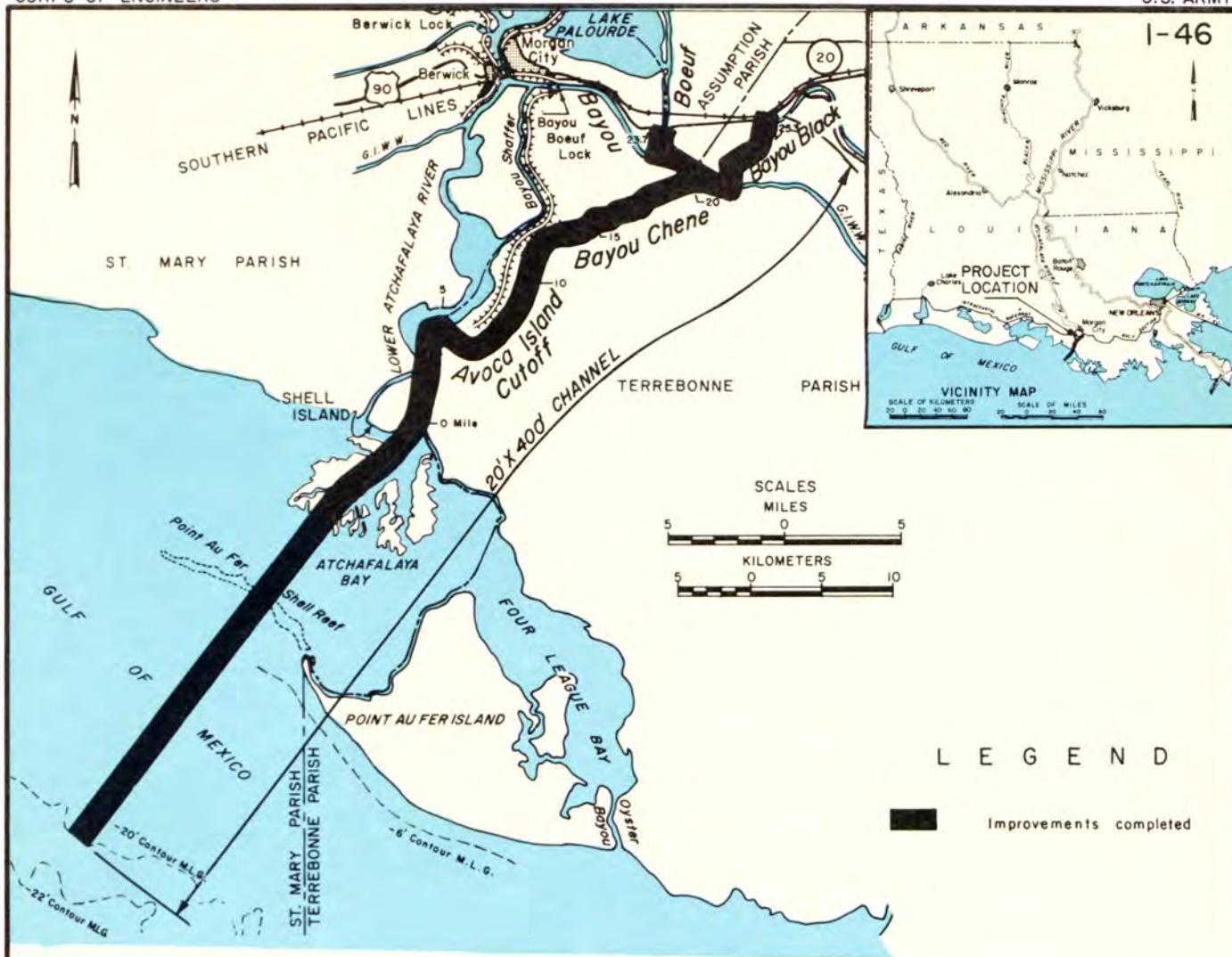
A supplement to the Final EIS was placed on file with CEQ on 28 Jan 77.

See sheet 1-18A for a previous project that was authorized for the construction of a channel in the Atchafalaya Bay and Gulf of Mexico

Right-of-way acquisition is not complete.

Cost

\$31,280,000



TYPICAL SECTIONS

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**ATCHAFALAYA RIVER AND BAYOUS CHENE,
BOEUF AND BLACK, LA.**

SCALE AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1985

MISSISSIPPI RIVER OUTLETS, VENICE, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1981

Project

The River and Harbor Act of 1968, approved 13 August 1968 (House Document 361, 90th Congress, 2nd Session), provides for additional navigation outlets from the Mississippi River in the vicinity of Venice, Louisiana, by enlargement of the existing channels of Baptiste Collette Bayou and Grand-Tiger Passes to provide channels 14 feet deep (Mean Low Gulf) over a bottom width of 150 feet, with entrance channels in open water 16 feet deep over a bottom width of 250 feet. Jetties, to the 6-foot depth contour, are authorized if and when justified to reduce the cost of maintenance dredging.

Purpose

To provide navigation access between Venice and the adjacent areas of the Gulf of Mexico, and to provide a shorter navigation route between the east and west waters of the Gulf.

Progress of Work

Assurances of local cooperation were furnished by the Plaquemines Parish Commission Council on 28 May 1970 and were accepted by the United States on 18 December 1970. The Council was requested to furnish Supplemental Assurances covering PL 91-646 in August 1973. The Council has indicated that supplemental assurances will be made available prior to the scheduled advertisement date.

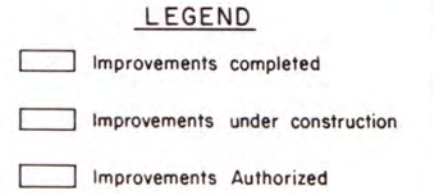
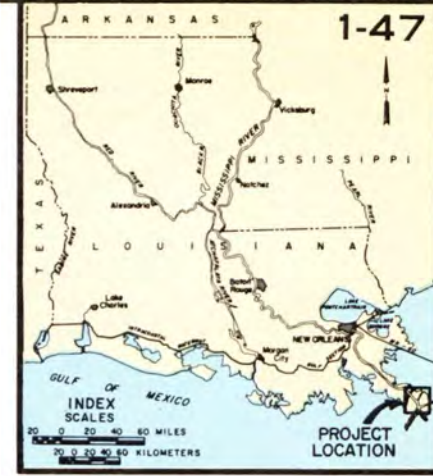
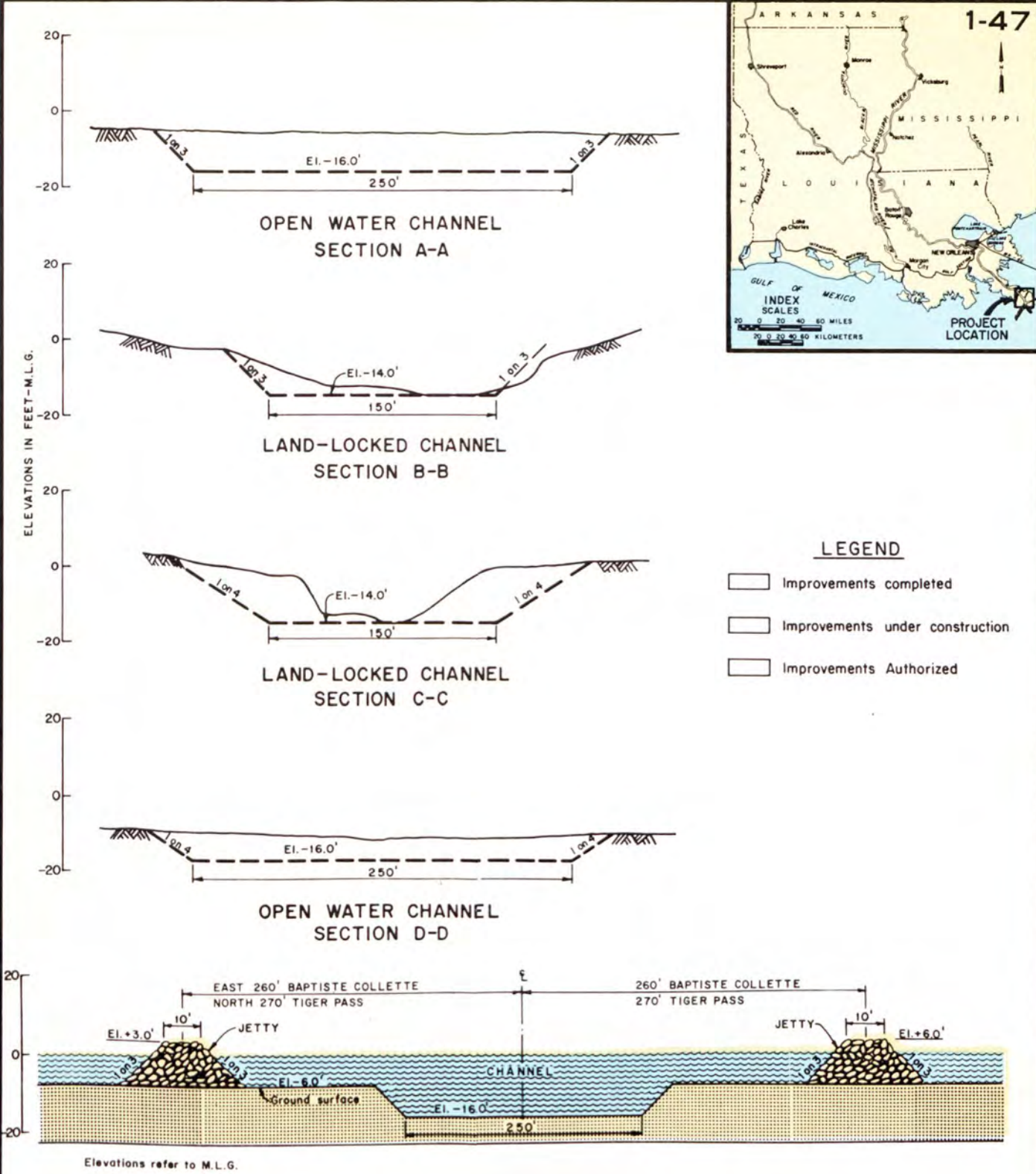
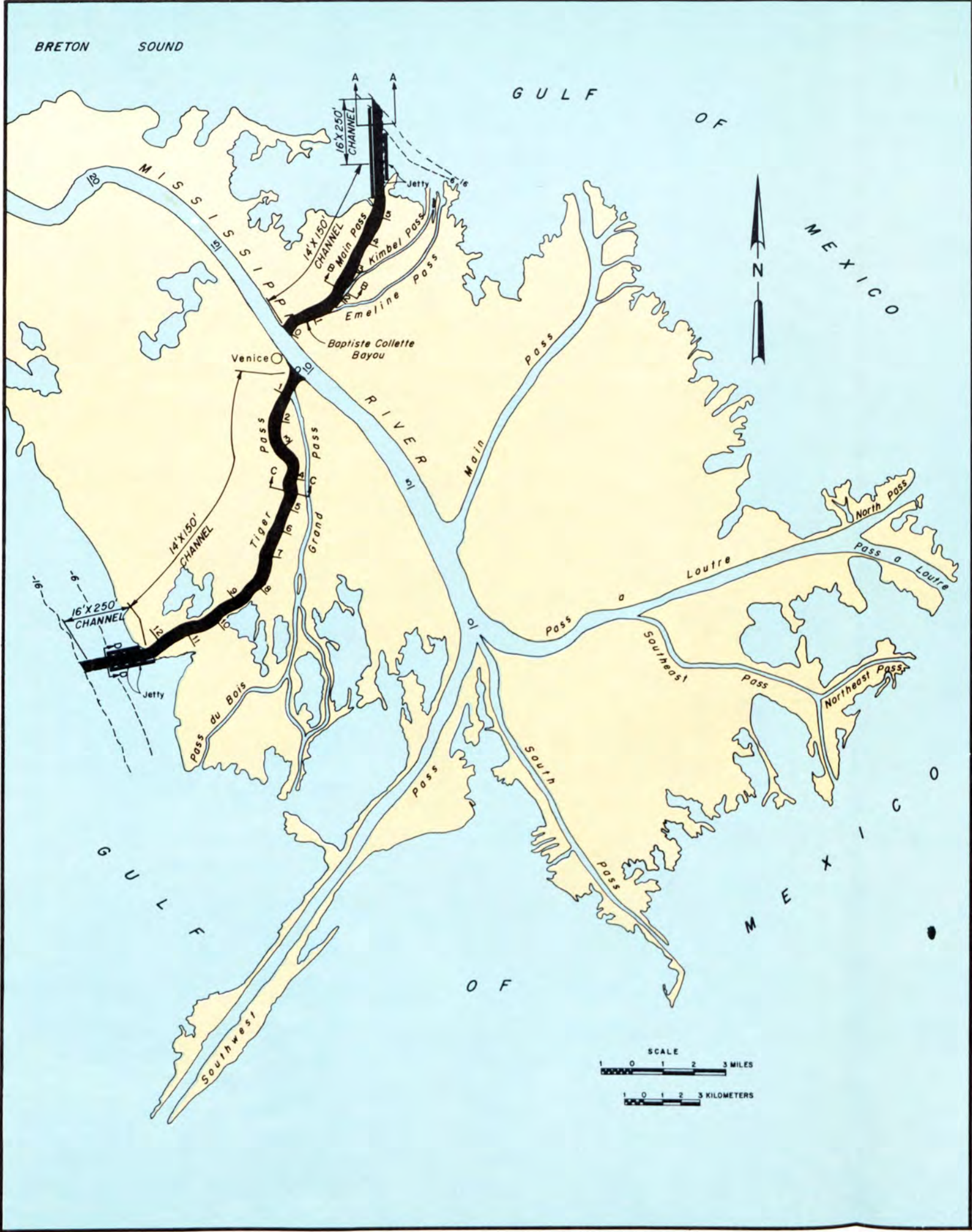
Preparation of the environmental impact statement and a general design memorandum is in progress. Plans and specifications will follow for the Baptiste Collette Bayou channel excavation. Construction is scheduled to commence in FY 1975 contingent on availability of funds and barring environmental objections.

Physical Data

Normal tides range from +0.3 feet to +1.6 feet, Mean Low Gulf. Annual extremes range from -0.1 feet to +3.7 feet. Storm generated surges could reach an estimated +12.3 feet once in 100 years in the vicinity of Venice, Louisiana and about +13.5 once in 100 years at the mouth of Baptiste Collette Bayou (Breton Sound).

Cost

\$ 10,008,338



LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**MISSISSIPPI RIVER OUTLETS,
VICINITY OF VENICE, LA.**
SCALE AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1985

MICHOUD CANAL, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

The River and Harbor Act of 1968, approved 13 August 1968 (Senate Document 97, 90th Congress, 2nd Session) provides for the construction of a 36-by 250-foot ship channel along the present alignment of the Gulf Intracoastal Waterway from the Mississippi River - Gulf Outlet to and including the Michoud Canal. The enlargement of the Gulf Intracoastal Waterway is to the south to prevent jeopardizing the levee along the north bank. The enlargement of the Michoud Canal is generally centered in the existing channel thus leaving room on each side of the channel for construction of wharves and the tying up and servicing of ships outside the project channel.

Purpose

To provide a deep-draft navigation channel from the MR-GO into Michoud Canal.

Physical Data

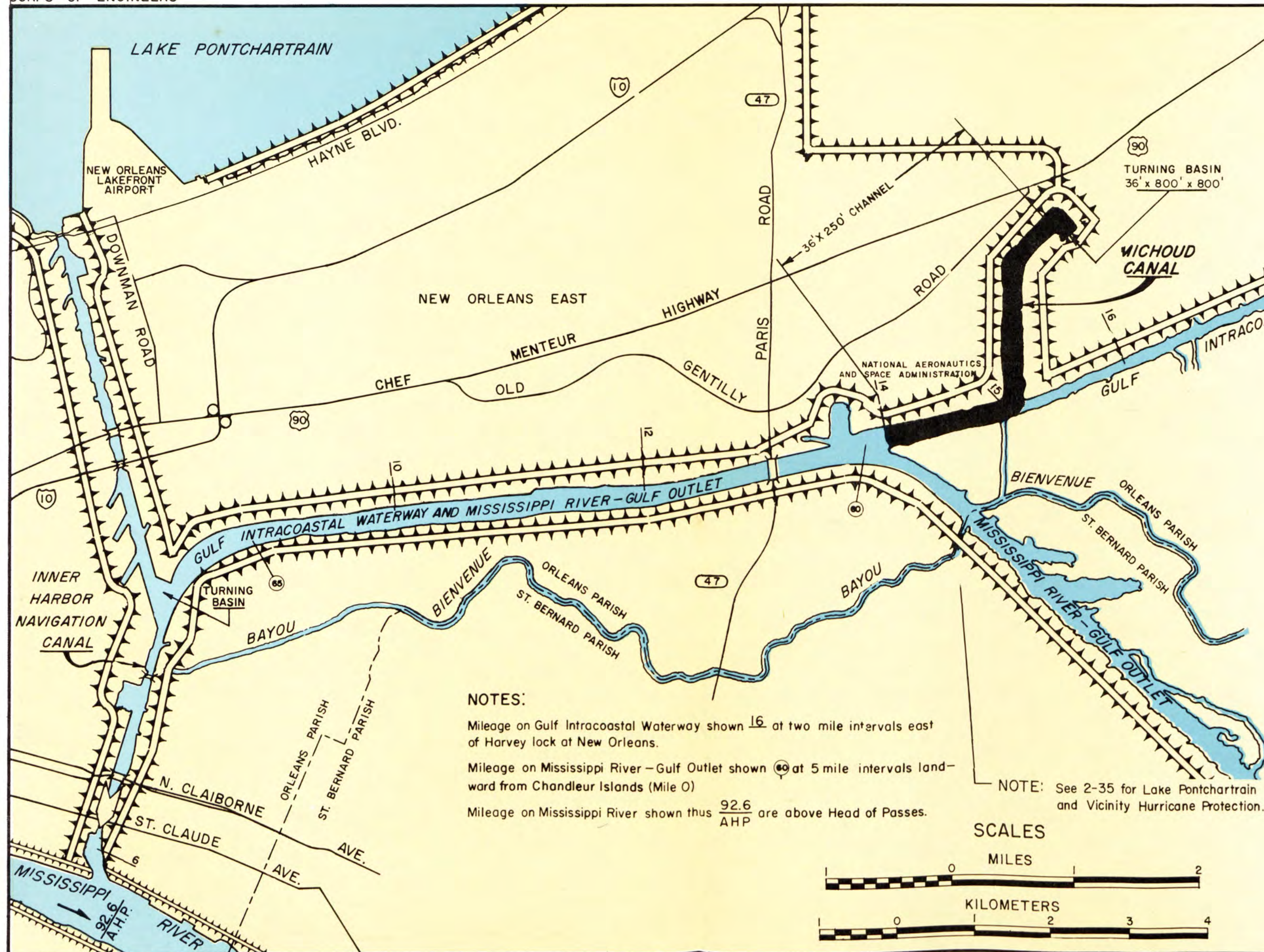
Normal range of tide is 1.1 feet extreme, 2.2 feet, hurricane surge 13 feet.

Progress of Work

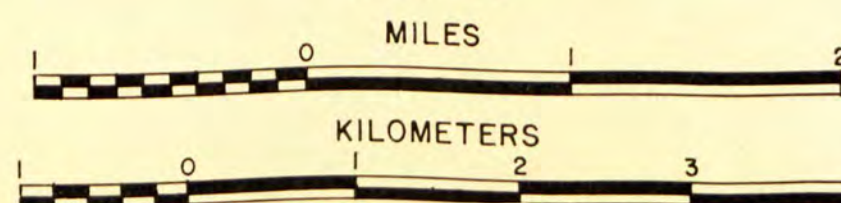
Contract awarded 5 March 1974. Completed in November 1974.

Cost

\$1,863,993



SCALES



LEGEND

Improvements Completed

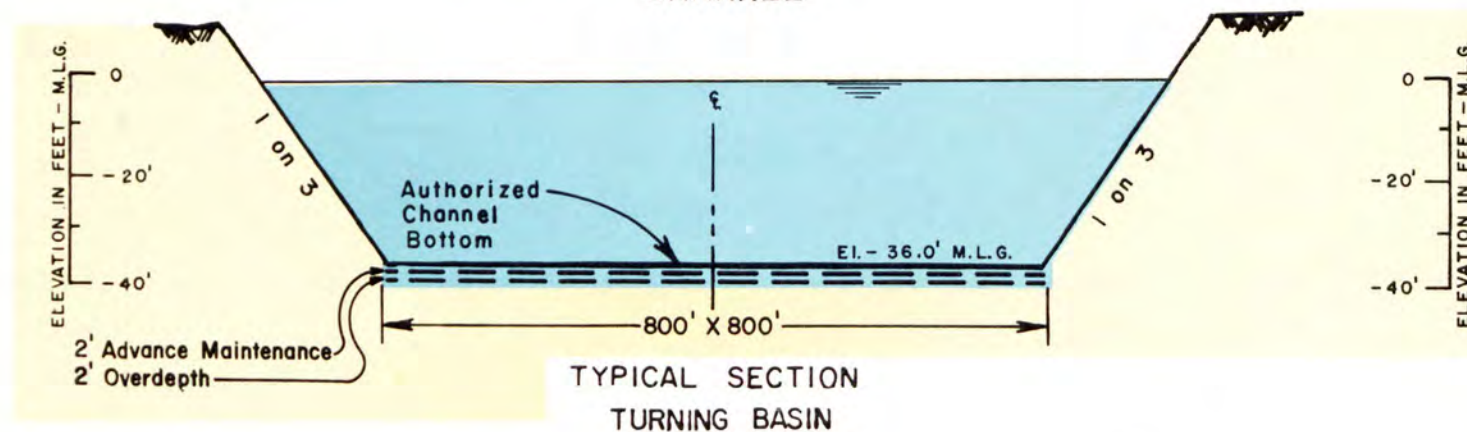
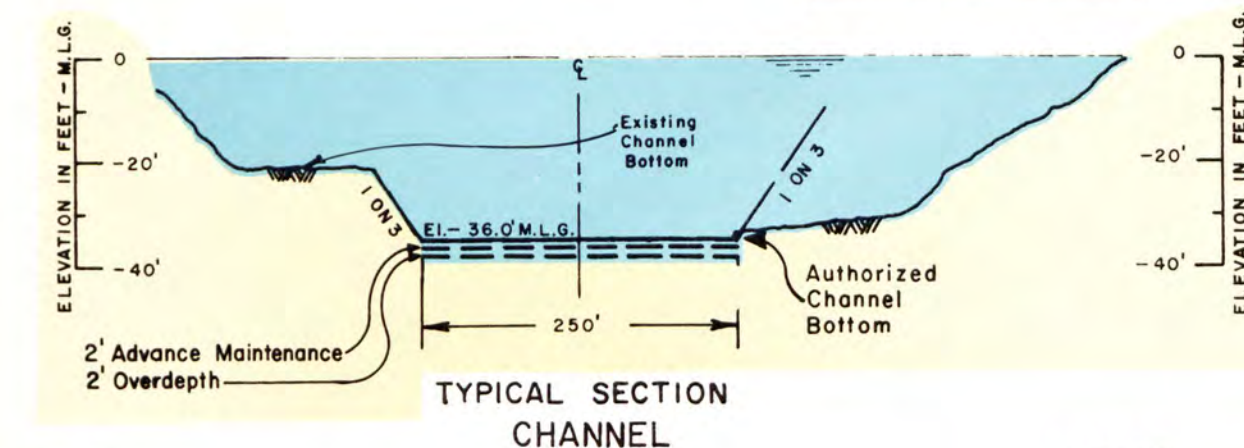
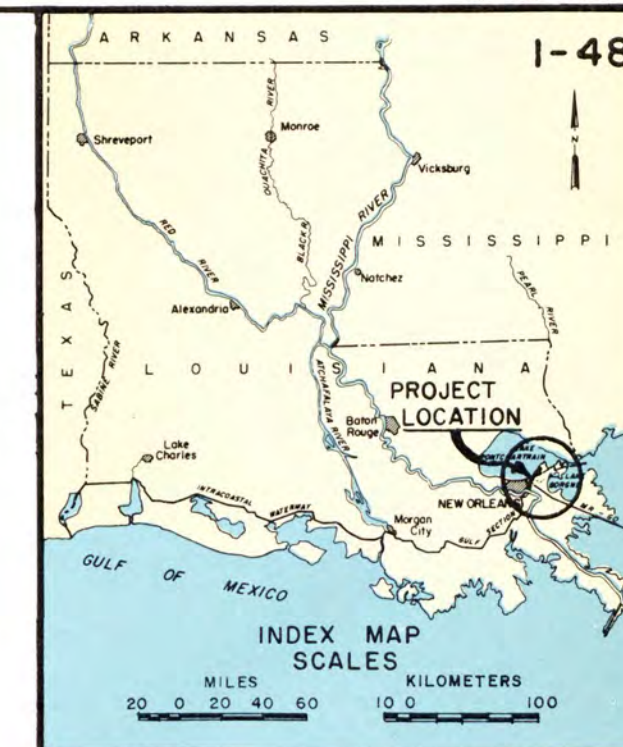
LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS

MICHOD CANAL, LA.

SCALE AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983



SMALL RIVER AND HARBOR PROJECTS
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1976

Project

SMALL RIVER AND HARBOR IMPROVEMENT PROJECTS
NOT SPECIFICALLY AUTHORIZED

Section 107 of the River and Harbor Act of 1960, as amended by Section 310 and Section 112 of the River and Harbor Acts of 1965 and 1970 respectively, authorized the Secretary of the Army to allot from any appropriations hereafter made for rivers and harbors not to exceed \$25,000,000 for the construction of small river and harbor improvement projects not specifically authorized by Congress which will result in substantial benefits to navigation; with not more than \$1,000,000 allotted for construction of a project under this section at any single locality and the amount allotted shall be sufficient to complete the Federal participation in the project under this section. Local interests shall provide without cost to the United States all necessary lands, easements and rights-of-way, and may be required to hold and save the United States free from damages and to share in the cost of the project. The project shall be complete in itself and not commit the United States to any additional improvements to insure its successful operation.

Purpose

Small river and harbor improvement projects are executed if the project will result in substantial benefits to navigation.

Progress of Work

See tabulation of completed work on map.

Cost

\$1,011,011

SMALL RIVER AND HARBOR PROJECTS
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1976

Project

SMALL RIVER AND HARBOR IMPROVEMENT PROJECTS
NOT SPECIFICALLY AUTHORIZED

Section 107 of the River and Harbor Act of 1960, as amended by Section 310 and Section 112 of the River and Harbor Acts of 1965 and 1970 respectively, authorized the Secretary of the Army to allot from any appropriations hereafter made for rivers and harbors not to exceed \$25,000,000 for the construction of small river and harbor improvement projects not specifically authorized by Congress which will result in substantial benefits to navigation; with not more than \$1,000,000 allotted for construction of a project under this section at any single locality and the amount allotted shall be sufficient to complete the Federal participation in the project under this section. Local interests shall provide without cost to the United States all necessary lands, easements and rights-of-way, and may be required to hold and save the United States free from damages and to share in the cost of the project. The project shall be complete in itself and not commit the United States to any additional improvements to insure its successful operation.

Purpose

Small river and harbor improvement projects are executed if the project will result in substantial benefits to navigation.

Progress of Work

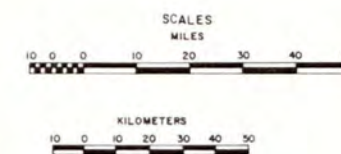
See tabulation of completed work on map.

Cost

\$1,011,011

SMALL NAVIGATION PROJECTS NOT SPECIFICALLY AUTHORIZED
(SECTION 107 OF RIVER AND HARBOR ACT OF 1960, AS AMENDED)

NAME	COMPLETED	COST
① TANGIPAHOA RIVER, LA. (8' X 100' BAR CHANNEL)	3 Jan 1971	61,211
② CALCASIEU RIVER AT COON ISLAND, LA.	19 Apr 1974	949,800



LEGEND

Improvement Completed

LOWER MISSISSIPPI VALLEY DIVISION WORK
RIVER AND HARBOR IMPROVEMENTS
**SMALL RIVER
AND
HARBOR PROJECTS**
ARKANSAS, LOUISIANA AND MISSISSIPPI

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1983



SNAGGING, CLEARING AND CHANNEL STRAIGHTENING
AND
SMALL FLOOD CONTROL PROJECTS
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1979

Project

SNAGGING AND CLEARING

Section 2 of the Flood Control Act of 1937, as amended by Section 13 of the Flood Control Act of 24 July 1946 and further amended by Section 208 of the Flood Control Act of 3 September 1954 and subsequent modifications, authorized up to \$100,000 per year on any one stream for removal of accumulated snags and other debris, and clearing and straightening the channels in navigable streams and tributaries thereof, when desirable, in the interest of flood control.

SMALL FLOOD CONTROL PROJECTS NOT SPECIFICALLY AUTHORIZED

Section 205 of the Flood Control Act of 1948, and subsequent modifications, contained in Section 212 of the Flood Control Act of 1950, in Public Law 685, 84th Congress, and in Section 205 of the Flood Control Act of 1962, authorized not more than \$1,000,000 at any single locality on certain small projects for flood control and related purposes not specifically authorized by Congress but within the limitations set forth in the above law, one of which is that the work shall be complete in itself and not commit the United States to any additional improvements to insure its successful operation.

Purpose

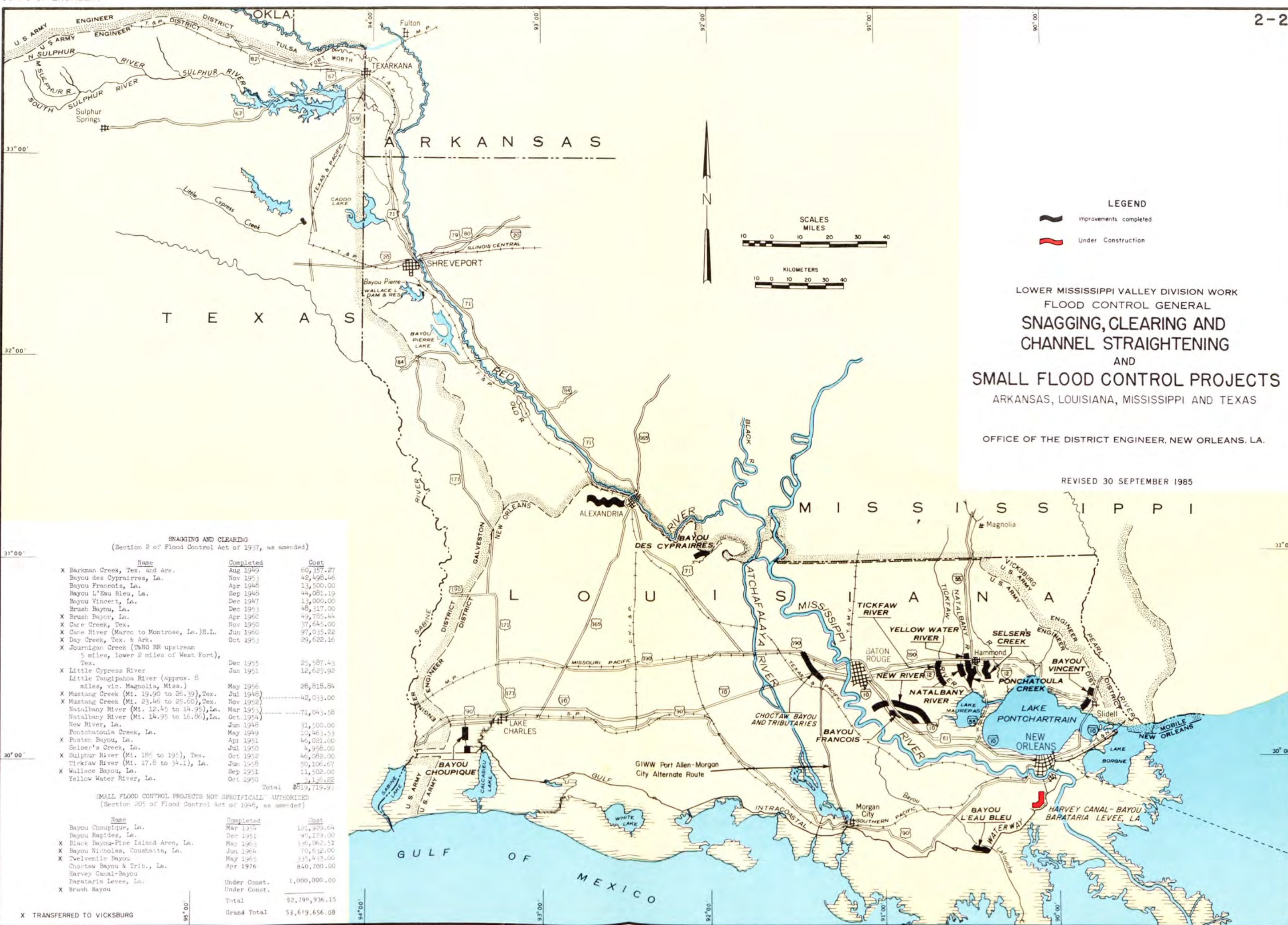
The removal of accumulated snags and other debris and the clearing and straightening of stream channels may be performed in the interest of flood control. Small flood control projects, not specifically authorized by Congress, may be constructed under authority given by the Chief of Engineers. These projects must, however, constitute a complete solution to the flood problem involved.

Progress of Work

See tabulation of authorized and complete works on map.

Cost

\$3,151,631



AMITE RIVER AND TRIBUTARIES, LOUISIANA
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1977

Project

Flood Control Act of 9 August 1955 authorized certain improvements as follows: (a) Construction of a diversion channel from the Amite River to Blind River; (b) improvement of drainage on the Amite River, Bayou Manchac, Blind River and Comite River by clearing and snagging, enlargement and realignment; (c) modification of three existing bridges and construction of one new bridge; (d) construction of a control weir on the Amite River at mile 25.3.

Purpose

The principal reasons for the design of the Amite River and Tributaries Project were Flood Control and drainage. Besides leading to that end, the project has enabled the waterway to provide its year-round opportunities for water-based sports.

Physical Data

Range of tide, one-half to one foot at mouth of Amite River and Blind River, 3 to 6 feet due to hurricanes. Upstream rises due to freshets, 6 to 12 feet in Bayou Manchac and Blind River and 6 to 20 feet in Amite River.

Progress of Work

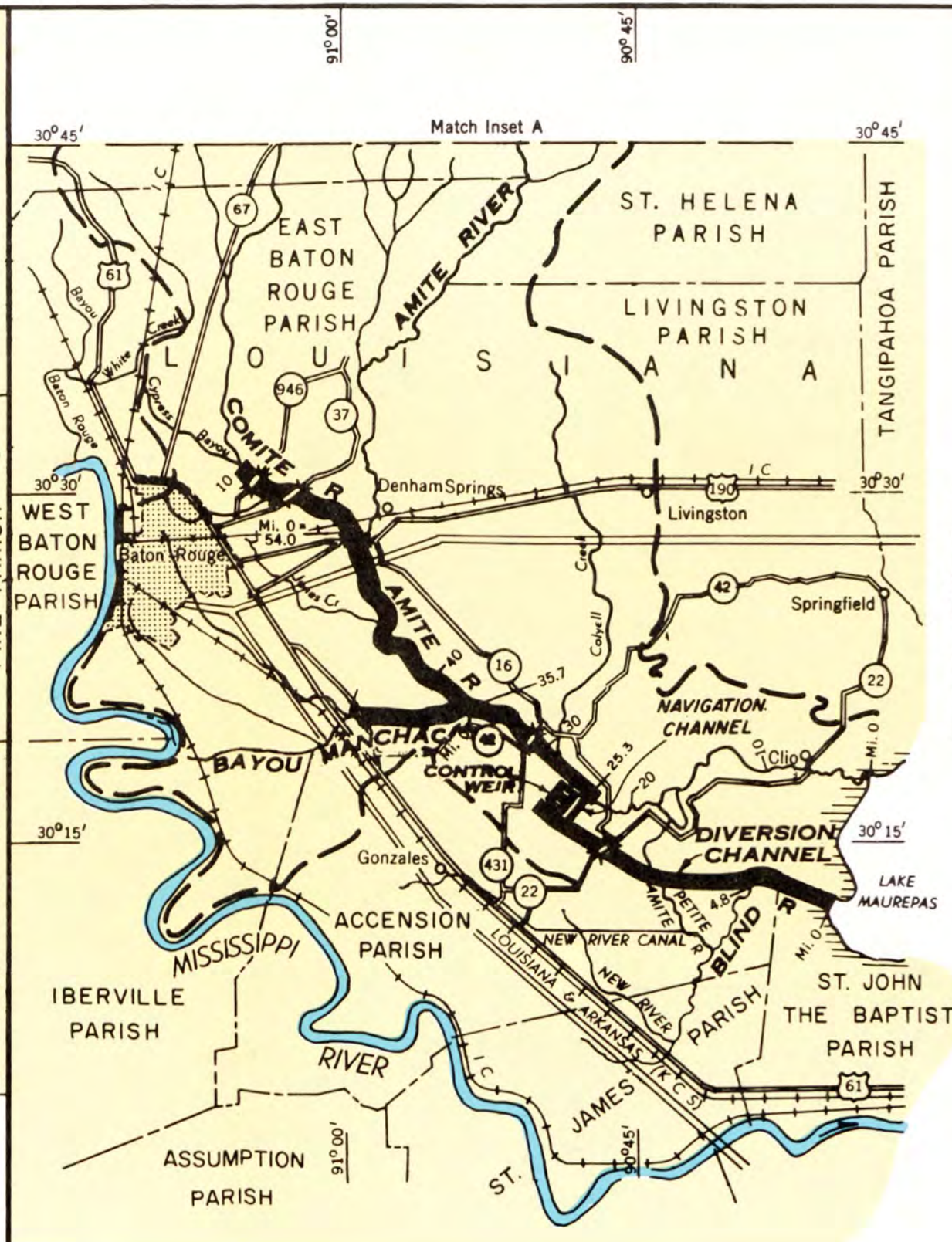
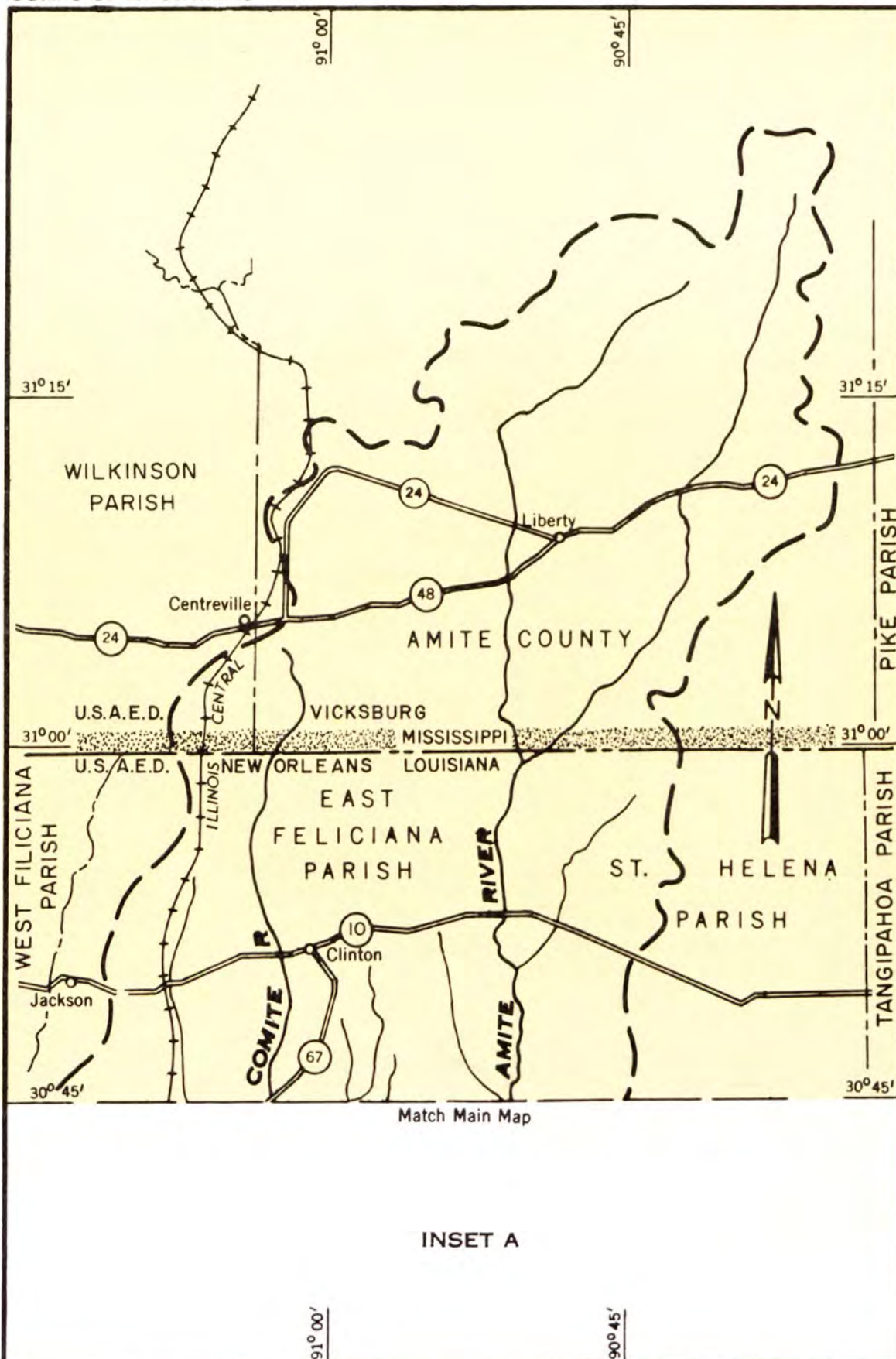
Clearing and snagging of Blind River, mile 0.0 to mile 4.8 will not be required.

The project was completed 20 February 1964.

The navigation channel 5 feet deep and 20 feet wide was completed 3 October 1963.

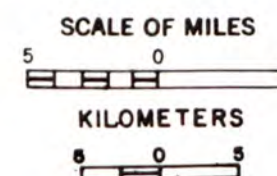
Cost

	\$3,033,825	
	430	Contributed Funds
Total	\$3,034,255	



LEGEND

- Improvements completed
- Control weir
- Watershed limit



LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL

AMITE RIVER AND TRIBUTARIES, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

BAYOU CHEVREUIL, LOUISIANA
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

Authorized by Flood Control Act of 3 July 1958 in accordance with the recommendations of the Chief of Engineers. The project provides for enlargement and realignment of Bayous Chevreuil, Citamon and Verret from Lac Des Allemands to the vicinity of Donaldsonville, La., a distance of 32.4 miles, as the major drainage outlet. Local interests are responsible for constructing all lateral drainage canals and they also must contribute 29% of the actual cost of construction work for which the Federal Government is responsible.

Purpose

This project provides flood control works.

Progress of Work

Local interests have essentially completed the excavation of lateral canals required as an item of local cooperation. In addition to the lateral canal system, local interests have excavated 10.27 miles of the main channel from Lac Des Allemands to Mile 10.27 a short distance above Hwy. 20, and a part of the main channel (Mile 20.1 - 21.9) to interim dimensions. Local interests will be given credit for this work in partial fulfillment of the requirement for the cash contribution or equivalent work of 29% of the construction cost for which the United States is responsible. Construction of the main channel by the Federal Government has not started because local interests have not fulfilled requirements of local cooperation. The lateral drainage channels are complete. The main channel is 27% complete.

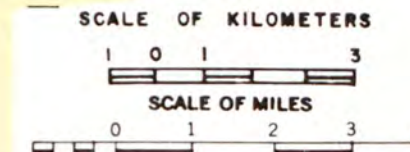
The Bayou Chevreuil project was deauthorized in 1967 because assurances of local cooperation were not furnished within the 5-year limitation.

Cost to Date

\$44,823



Improvements completed
Deauthorized Sept. 1967
Watershed limit



LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL
BAYOU CHEVREUIL, LA.
SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPT. 1983

NEW ORLEANS TO VENICE, LA
(HURRICANE PROTECTION)
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The Flood Control Act of 23 October 1962, House Document 550, 87th Congress, 2nd Session, authorized improvement of existing back levee systems by increasing their height and construction of new levees for the prevention of hurricane flood damage.

The project consists of the following:

- Reach A - City Price to Tropical Bend, 13 miles
- Reach B1 - Tropical Bend to Fort Jackson, 12 miles
- Reach B2 - Fort Jackson to Venice, 8 miles
- Reach C - Phoenix to Bohemia, 16 miles
- Reach E - Has been incorporated into the Lake Pontchartrain and Vicinity hurricane protection authorization.
- Barrier Levee - Bohemia to Baptiste Collette, 34 miles, and enlargement of the west bank Miss. River levees from Fort Jackson to Venice, about 10 miles.
(This section of the project represents a modification approved by OCE in 1970).

Purpose

The project will provide protection from hurricane tidal overflow by increasing the heights of the existing back levees and modifying the existing drainage facilities, where necessary.

Progress of Work

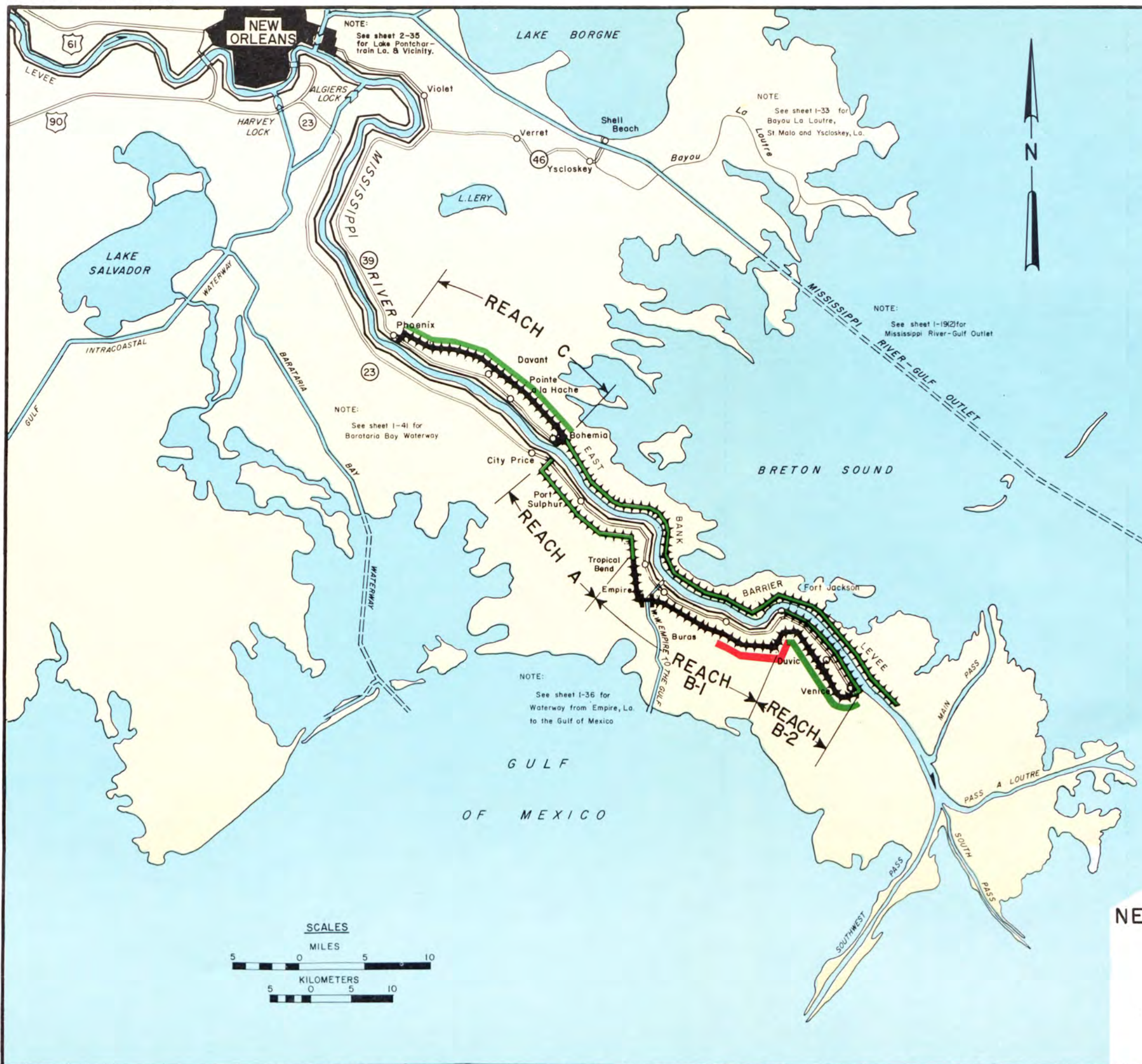
Assurances of local cooperation for Reaches A, B-1, B-2 and C, requested on 7 January 1963, were furnished by the Plaquemines Parish Commission Council of 6 March 1964. Required supporting papers were furnished on 16 March 1965 and accepted. Supplemental Assurances covering the requirements of PL 91-646 were received from Plaquemines Parish Commission Council on 23 May 1973 and accepted on 20 June 1973. Assurances for the East Bank Barrier Levee have not been received, however based on a letter dated February 5, 1985 from the local sponsor the supplemental assurances are expected in the near future.

The project is approximately 35% complete, and the estimated completion date is Sep 2013. A breakdown of construction status is:

1. Reach A - 0% complete, Sep 2013.
2. Reach B-1 - 97% complete, Sep 1989.
3. Reach B-2 - 80% complete, Sep 1991.
4. Reach C - 80% complete, Sep 1993
5. East Bank Barrier Levee - 0% complete, Sep 1999.

Cost

Total estimated project cost, fully-funded, is \$234,000,000. Total estimated non-Federal is \$70,000,000. The benefit-cost ratio is 2.7 to 1 at 2 7/8 percent interest rate.



LEGEND

- Improvements completed
- Improvements under construction
- Improvements uncompleted
- Levee
- Floodgate

LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL

NEW ORLEANS TO VENICE, LA. (HURRICANE PROTECTION)

SCALE AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1985

LAROSE TO GOLDEN MEADOW
HURRICANE PROTECTION
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Authorized by Flood Control Act of 27 October 1965, House Document 184, 89th Congress, Public Law 89-298.

The project area is located in the coastal section of Louisiana. Specifically, the project is located along Bayou Lafourche and includes lands on both banks of the bayou from Larose to south Golden Meadow.

Provides for protection against flood waters by hurricanes with a loop levee approximately 43 miles in length along both banks of Bayou Lafourche from Golden Meadow to Larose, including enlargement of three (3) miles of existing levee at Golden Meadow, floodgates for navigation and hurricane protection in Bayou Lafourche at upper and lower bayou crossings, approximately eight (8) miles of low interior levees to regulate intercepted drainage and eight (8) multibarreled culverts uncontrolled by flap gates.

Purpose

To provide protection against flood waters caused by hurricanes.

Progress of Work

The General Design Memorandum (GDM) was approved by OCE on March 1973. The Larose Floodgate Detail Design Memorandum (DDM) was approved in October 1977. The Golden Meadow Floodgate DDM was approved 19 January 1978. The GDM supplement covering levee alignment at Clovelly Farms and LL&E was submitted to LMVD in March 1982, resubmitted on 10 April 1984 and approved subject to resolution of comments by first indorsement dated 4 June 1984.

The final Environmental Impact Statement (EIS) was filed with the Council on Environmental Quality on 13 May 1974. A draft supplement EIS covering the revised levee alignments, previously unidentified wetland impacts and necessary mitigation was submitted to the Environmental Protection Agency (EPA) on 29 June 1984, and the final supplement was filed with the EPA on 20 February 1985.

First lift levee construction has been completed at the following locations: Section A West in May 1976, Section B North in June 1978, Section B South in July 1979, Section C South in April 1981, Section A East in March 1984, the Gap in Section B in April 1985, and Section F in June 1985. The following work is currently under construction: Golden Meadow Floodgate, Larose Floodgate, and Section E South 1st Lift. Larose Floodwall is scheduled for award in September 1985.

The Golden Meadow Floodgate Project is approximately 96 percent complete and the contract price is \$9,521,800.00. The Larose Floodgate Project is approximately 65 percent complete and the contract price is \$4,293,800.00.

Cost

The total project cost is estimated to be \$91,400,000. The benefit to cost ratio is 7.3 to 1 at 3 1/4 percent for 100 years.

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INDEX
SCALES

LEGEND

- Improvements completed
- Improvements authorized or Under construction
- Floodgate
- Drainage Structure
- Channel
- Levee
- Low Interior Levee
- Pumping Station



LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL
LAROSE TO GOLDEN MEADOW
HURRICANE PROTECTION

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, L.A.

REVISED 30 SEPTEMBER 1985

LAKE PONTCHARTRAIN, LA. AND VICINITY
HURRICANE PROTECTION
CONDITIONS OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

Approved by Public Law 89-298, 27 October 1965, House Document 231, 89th Congress, 1st Session.

Provides for construction of the Lake Pontchartrain Barrier Plan and the Chalmette Area Plan.

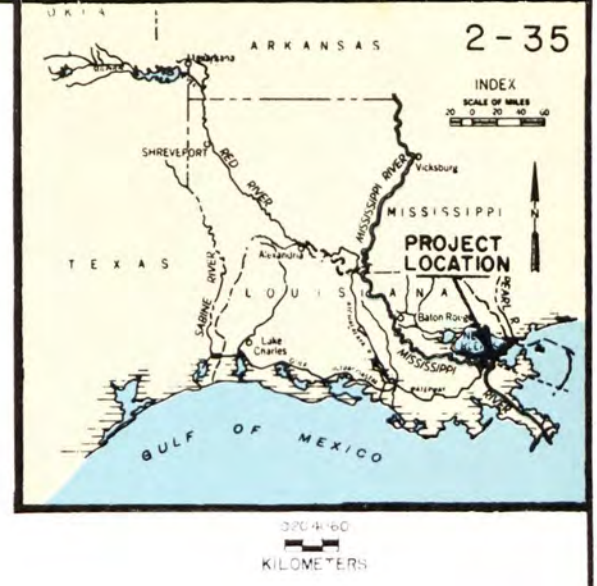
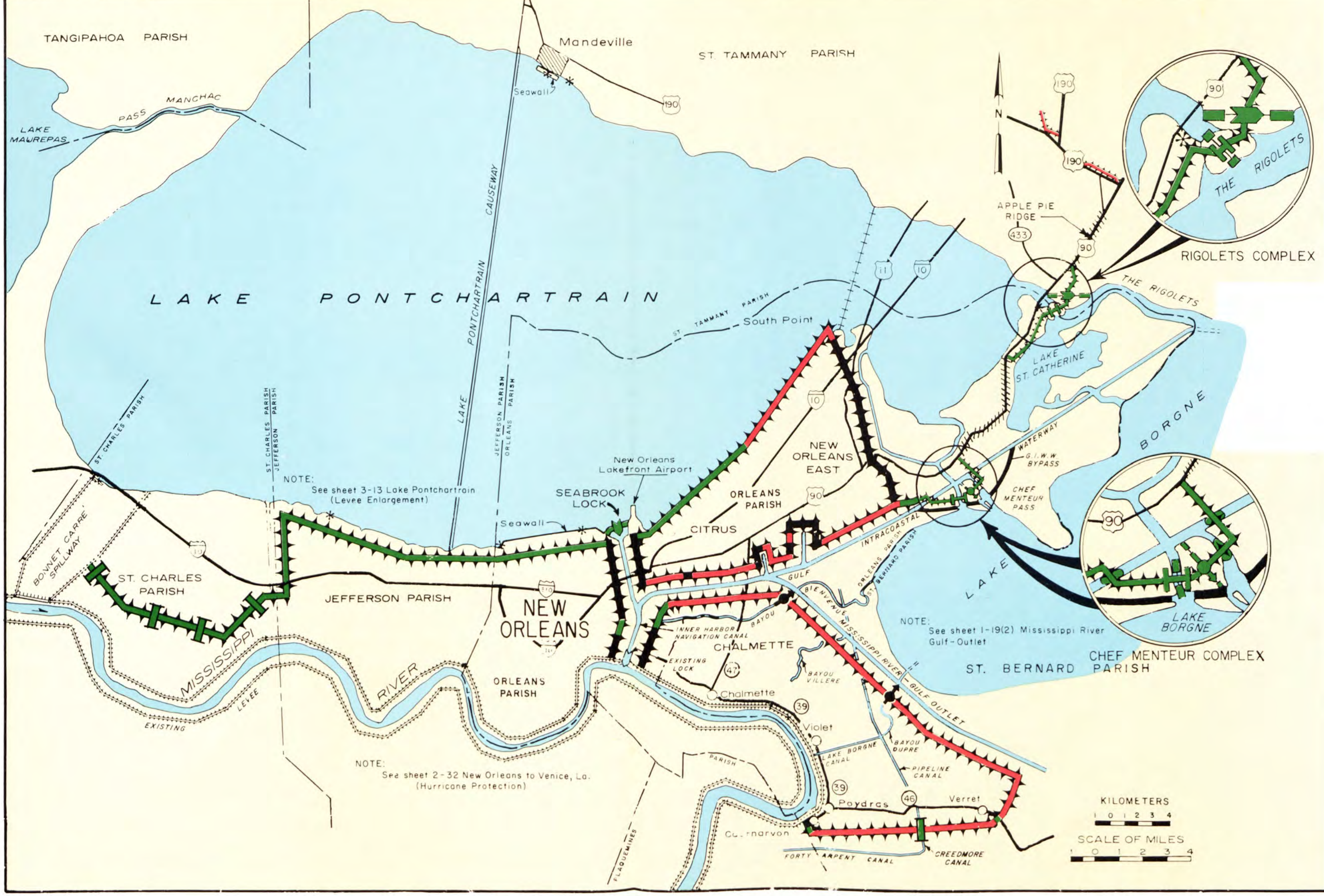
The Lake Pontchartrain Barrier Plan provides for construction of a barrier across the east end of Lake Pontchartrain to consist of a gated control structure, navigation lock and approach channels, a closure dam and adjoining barrier levees at the Rigolets; a gated control structure and channels, navigable floodgate and approach channels, relocation of the Gulf Intracoastal Waterway, a closure dam and adjoining barrier levees at the Chef Menteur Pass; construction of a navigation lock and gated control structure at the lakeward terminus of the Inner Harbor Navigation Canal in the vicinity of Seabrook; a levee along the lakeshore of St. Charles Parish between the Bonnet Carre' Spillway and the St. Charles-Jefferson Parish boundary and a drainage structure in the levee approximately 2 miles west of the parish boundary; improvement of existing levees along the lakeshore of Jefferson Parish and New Orleans; a new levee along the lakeshore of Citrus and New Orleans East; and improvement of existing protective works between South Point and the Gulf Intracoastal Waterway in the northeastern section of Orleans Parish, along the Gulf Intracoastal Waterway, Mississippi River-Gulf Outlet, and the Inner Harbor Navigation Canal in Orleans Parish, and along the lakeshore of Mandeville, La.

The Chalmette area plan provides for constructing protective works consisting of floodwall along the east bank of the Inner Harbor Navigation Canal from the IHNC lock to north of Florida Avenue, thence levee along the south bank of the Mississippi River-Gulf Outlet to a point approximately 6 miles southeast of Bayou Dupre, thence southwest to Verret, Louisiana, thence west, south of Highway No. 46 to the Mississippi River levee at Caernarvon, Louisiana, with navigable floodgates at Bayous Bienvenue and Dupre and a drainage structure in the vicinity of Creedmore Canal.

Progress of Work

Detailed planning is in progress. The following design memoranda are approved. DM No. 1, Hydrology & Hydraulic Analysis, Part 1 - Chalmette, Part 2 - Barrier, Part 3 - Lakeshore, Part 4 - Chalmette Extension; GDM No. 2, Advance Supplement, IHNC Levees; GDM No. 2, Citrus Back Levee; GDM No. 2, Supplement No. 1, Rigolets Control Structure, Closure Dam and Adj. Levees; GDM No. 2, Supplement No. 2, Rigolets Lock and Adj. Levee; GDM No. 2, Supplement No. 3, Chef Menteur Pass Complex; GDM No. 2, Supplement No. 4, New Orleans East Back Levee; GDM No. 2, Supplement No. 6, St. Charles Parish Lakefront Levee; GDM No. 2, Supplement No. 8, IHNC Remaining Levees; GDM No. 3, Chalmette Area Plan; GDM No. 3, Supplement No. 1, Chalmette Extension; DDM No. 5, Bayous Bienvenue and Dupre Control Structures; DM No. 10, Corrosion Protection; DM No. 12, Sources of Construction Materials; GDM No. 1, Seabrook Lock, GDM No. 2, Supplement 5B, New Orleans East Lakefront Levee Paris Road to South Point; GDM No. 2, Supplement 9, New Orleans East Levee, South Point to G.I.W.W., DDM No. 8, Rigolets Lock; GDM No. 2, Supplement 5A, Citrus Lakefront Levee; GDM No. 2, Supplement 5D, Orleans Parish Lakefront Levee, Orleans Marina.

Preparation of the following design memoranda is in progress: GDM No. 2, Supplement 5, Orleans Parish Lakefront Levee, 60% GDM No. 4, Florida Ave. Complex, DDM No. 2, Seabrook Lock.



- LEGEND
- Improvements completed
 - Improvements under construction
 - Improvements authorized
 - Channel
 - Control structure
 - Floodgate - Navigable
 - Drainage structure
 - Lock
 - Levees not in this project
 - Portion of U.S. Hwy 90 to serve as part of Barrier Embankment
 - Recreation Site
 - Portion of U.S. Hwy. 90 To Serve As Part of Barrier Embankment

LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL
LAKE PONTCHARTRAIN, LA. AND VICINITY
HURRICANE PROTECTION
SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
Revised 30 September 1985

MORGAN CITY AND VICINITY
HURRICANE PROTECTION
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Authorized by Public Law 89-298, approved 27 October 1965, House Document No. 167, 89th Congress.

The Morgan City and Vicinity, Louisiana, Project consists of two independent features which are to provide protection against a standard project hurricane having a frequency of once in several hundred years for two separate South Louisiana areas: the Morgan City area and the Franklin area.

The Morgan City area feature consists of construction of about six miles of levees along the shore of Lake Palourde, along the west bank of Bayou Ramos, and along Bayou Boeuf, and four gravity drainage structures. Our present conceptual plan more closely follows the more recently built levee alignments. The major change is the inclusion of existing confining levees along the Lake Palourde outfall canals and the inclusion of the existing levee alignment east of the Lakeside subdivision. The Lakeside levees will have a net grade of about 7 to 9 feet with the segments close to the Lake having the higher elevation because of wave conditions. These elevations are to provide sufficient protection against the tilting lake surface and waves induced by hurricane winds on a critical path across Lake Palourde. The 1/2 mile of new levee near Bayou Boeuf will have a net grade of about 12 feet. The Southern Pacific Railroad embankment will tie the two levees together on the south-east end of the system. Atchafalaya River and basin levees tie the western end of the loop together and provide protection against river flood stages in excess of hurricane flood stages.

The Franklin area feature consists of enlargement of about 21.6 miles of back levee and construction of approximately 3.1 miles of new levees to enclose the area, construction of a floodgate and five gravity drainage structures; and alteration of existing drainage facilities where necessary.

Progress of Work








General Design Memorandum for the Franklin area and the final EIS were completed in 1973. Further preconstruction planning work in Franklin and Morgan City was stopped in November 1973 because of local interests inability to finance their portion of project costs.

In July 1980, supplementary assurances allowed the Morgan City area general designs to recommence. By letter dated April 15, 1985 the Corps furnished the St. Mary Parish Council descriptions of alternative plans for the Morgan City area. On Jun 27, 1985 a meeting was held in Morgan City with representatives from St. Mary Parish Council, Morgan City and Corps of Engineers at which time the alternative alignments were presented in further detail. The Council was requested to inform the Corps of the alignment they would support. By letter dated September 16, 1985 the Corps requested the St. Mary Parish Council to select an alignment and provide a firm commitment of their financial support of that alignment. Advance engineering and design for the project is scheduled to be completed in 1986 after which it will be considered for construction under the cost sharing and financing policy in effect at that time.

Cost

Total project cost is \$42,650,000; \$9,595,000 for Morgan City area, and \$33,055,000 for the Franklin area. Non-Federal costs are \$3,020,000 and \$11,930,000 respectively for Morgan City and Franklin.

LEGEND

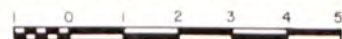
-  Improvements authorized or under construction
-  Levees
-  Levees not in this project
-  Drainage structure
-  Floodgate
-  Pumping station (Existing)
-  Floodwall



SCALE OF MILES



SCALE OF KILOMETERS



LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL
MORGAN CITY AND VICINITY, LA.
HURRICANE PROTECTION

SCALES AS SHOWN
OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

HARVEY CANAL - BAYOU BARATARIA LEVEE
JEFFERSON PARISH, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

Authorized under Section 205 of Public Law 858, 80th Congress, 2nd Session, of the Flood Control Act approved 30 June 1948, as amended. The project provides for construction of an earthen levee from Roussel Pumping Station (Mile 1.8 Harvey Canal) to La. State Hwy. No. 45 at Crown Point, La. (Mile 10.5 Bayou Barataria) and excavation of three ditches to provide for intercepted drainage. Local interests are responsible for furnishing all rights-of-way, making all necessary relocations and modifications of existing utilities, for constructing a new pumping station in Cousins Canal and constructing two-gated culverts, one in Bayou Aux Carpes and one in Bayou Des Familles. Local interests must also bear all costs in excess of the \$1,000,000 limit for Federal expenditures imposed by Section 205.

The levee embankment will be constructed in two lifts designated as Phase I and Phase II.

Purpose

To protect lands adjacent to Harvey Canal and Bayou Barataria from hurricane flooding.

Physical Data

The average water surface in Harvey Canal is about elevation 0.1 N.G.V.D. and the maximum stage recorded is elevation 4.20 N.G.V.D. which occurred during the passage of Hurricane "Carla" in September 1961.

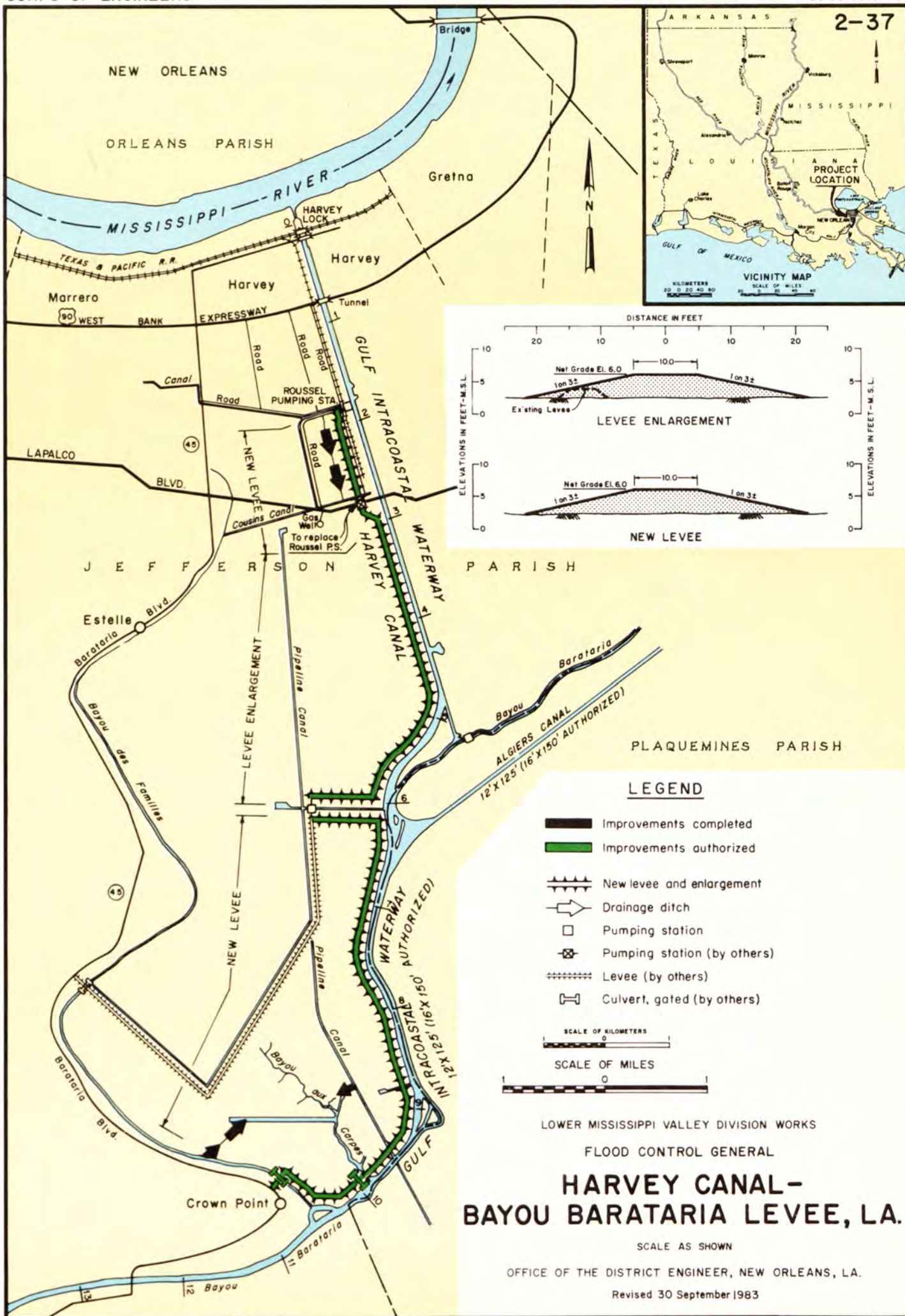
Progress of Work

Construction of Phase I levee was initiated in August 1971 and was physically completed 30 June 1973. Construction of Phase II, levee shaping and gated culverts by local interests, is indefinite.

Cost

	\$ 985,600	Federal Funds
	425,209	Local Interest Funds
	<hr/>	
Total	\$1,410,809	

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FLOOD CONTROL AND COASTAL EMERGENCY
MINOR PROJECTS COMPLETED, UNDER CONSTRUCTION OR AUTHORIZED DURING
FISCAL YEAR ENDING 30 SEPTEMBER 1983

Project

FLOOD CONTROL AND COASTAL EMERGENCY

Public Law 99, 84th Congress, approved 28 June 1955, and subsequent amendments authorize up to \$15,000,000 to be expended on the repair or restoration of any flood control work during any one fiscal year.

Purpose

To provide continued flood protection.

Physical Data Work items are authorized on an individual basis and grouped into subprojects. Items or subprojects completed, under construction, or authorized during FY 1976 are as follows:

a. Atchafalaya Basin. Levees setback and repairs to existing structures:

Point Coupee Drainage Structure
Petite Prairie Levee Setback
Cross Bayou Levee Setback
Holloway Lake Levee Setback
Morganza Forebay Guide Levee

Progress of Work

Work completed in FY is tabulated on map.

Costs

Cost of works completed in FY are tabulated on map.



GRAND ISLE AND VICINITY
HURRICANE PROTECTION AND BEACH EROSION
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The project was authorized under the authority of Section 201 of Public Law 89-298 by resolutions of the Senate and House Public Works Committees adopted 1 October 1976 and 23 September 1976, respectively.

The project consists of a berm and vegetated dune extending the length of Grand Isle's gulf shore and a 2,600 foot jetty to stabilize the western end of the island at Caminda Pass

Purpose

The recommended plan of improvement would stabilize Grand Isle's gulf shore and provide protection from gulf waves generated by hurricanes of a magnitude that recur with an average frequency of once in every 50 years. The project would provide no protection from still water flooding or from hurricane driven bay waves.

Progress of Work

The required assurances were executed on 16 March 1983 and construction rights-of-way were provided on 4 May 1983. Local interests provided a cash contribution of \$2,110,000 on 1 June 1983.

The jetty on the western end of the island was constructed in July 1972 by the State of Louisiana for \$1,000,000 and credited toward the State's share of the project's first cost.

Total construction, including dune vegetation, was completed in late summer 1985, at a cost of \$8,640,000.

In the winter of 1984-1985, the beach suffered moderate damage in some areas. In 1985, the project was damaged by Hurricanes Danny, Elena, and Juan. The damages involved loss of approximately 6,000 feet of dune; partial loss of approximately 14,000 feet of dune; and essentially no damage to the remaining 18,000 feet of dune. Extensive surveys are presently underway to determine the exact scope of damage and to facilitate the formulation of a plan of repair.

The sand dune was constructed utilizing an offshore borrow pit. The maintenance of the project over its 50 year life, however could most economically be accomplished by use of a borrow pit on the east end of the island. The environmental community has reservations about the environmental acceptability of that pit. The Governor of Louisiana in a letter dated 30 October 1984 requested that an Environmental Impact Statement (EIS) be prepared addressing the environmental impacts associated with the east end proposal and other alternatives. Preparation of the EIS was begun in April 1985.

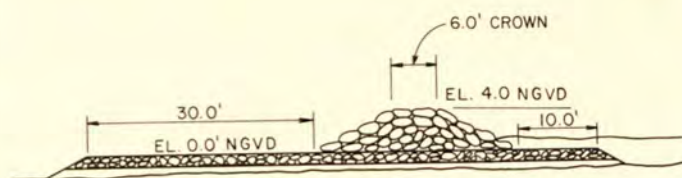
The Corps of Engineers is conducting an intensive monitoring program to determine the functional and structural behavior of the project, and also to establish the average annual rate of beach erosion. The monitoring program will be conducted for three years with an approximate cost of \$350,000. Normal periodic inspection will be required for the life of the project.

Maintenance of the project is the responsibility of the local assurer. The local assurer will receive Federal aid for repairing erosion and other damage to the project for a period of 15 years. The average annual Federal maintenance cost identified in the Act of Assurances is \$44,000; however, this is not a fixed amount. Periodic nourishment to repair erosion will not necessarily be conducted every year, but as needed. It is estimated that the Federal share of the maintenance will be 25 percent of the 15 year period.

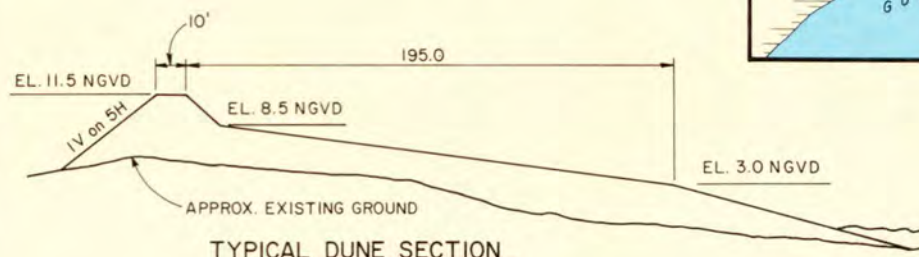
Cost

Total Cost to Date	\$15,781,000
Total Project Cost	\$16,851,000

2-40

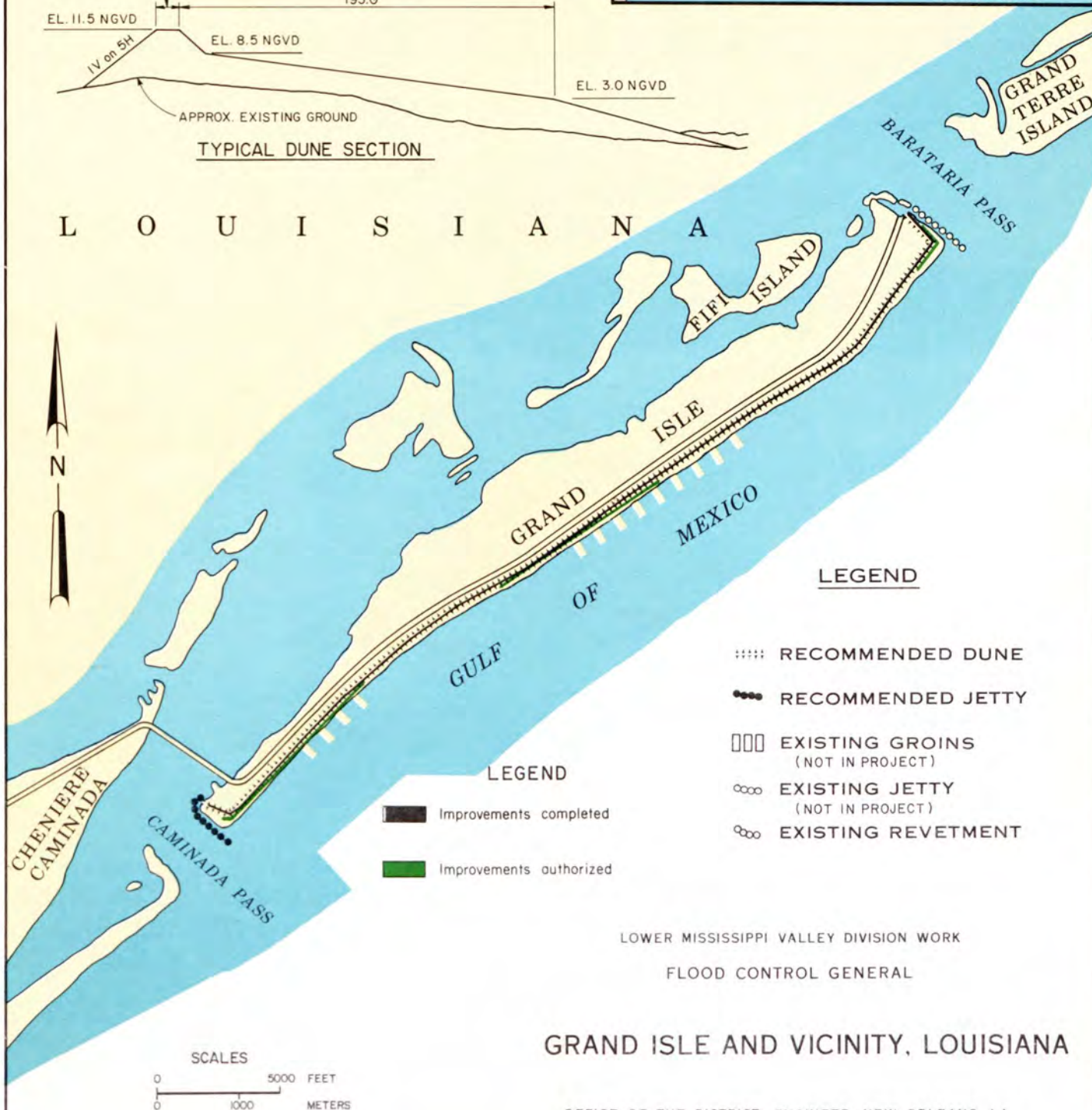


TYPICAL JETTY SECTION



TYPICAL DUNE SECTION

L O U I S I A N A



LEGEND

- RECOMMENDED DUNE
- RECOMMENDED JETTY
- EXISTING GROINS (NOT IN PROJECT)
- EXISTING JETTY (NOT IN PROJECT)
- EXISTING REVETMENT

LEGEND

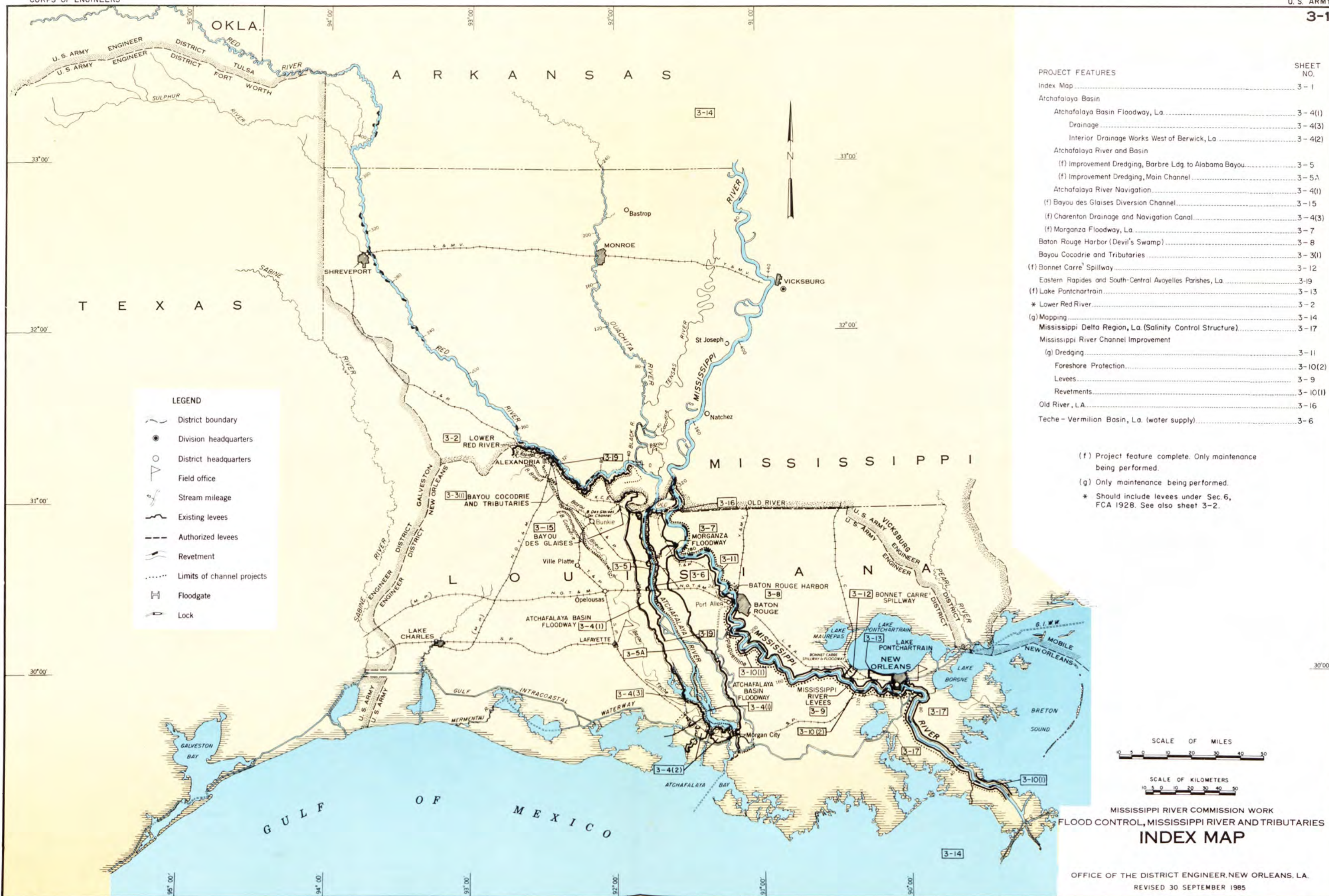
- Improvements completed
- Improvements authorized

LOWER MISSISSIPPI VALLEY DIVISION WORK
FLOOD CONTROL GENERAL

GRAND ISLE AND VICINITY, LOUISIANA

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1985



LOWER RED RIVER
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1981

Project

Authorized by Flood Control Act of 15 May 1928, House Document 90, 70th Congress, 1st Session, and amendments.

Purpose

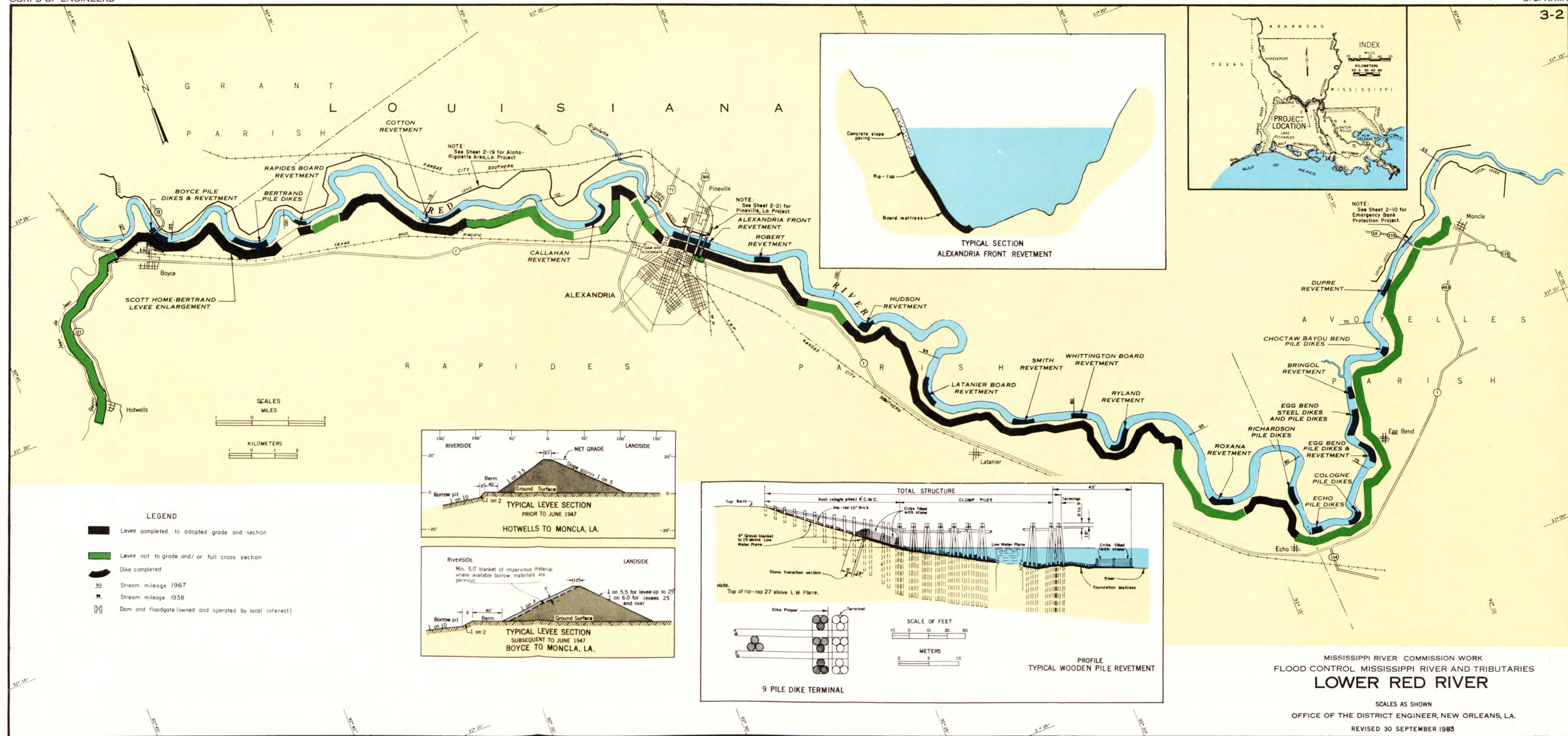
To protect lands lying adjacent to and back of the levee from floodwaters of Red River. Protection of the levee line is by means of revetments and pile dikes.

Progress of Work

33.3 miles of levees from Hotwells to Moncla have been completed to grade and section, representing 56 percent of the system. Approximately 8.9 miles of levee remain to be completed. Approximately 14.9 miles of bank have been protected, in lieu of levee setbacks. The project is 85% complete.

Cost

\$37,000,000



BAYOU COCODRIE AND TRIBUTARIES
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Project

Authorized by Section 3 of Flood Control Act of 18 August 1941. "(f) In the development of the authorized project, the construction of improvements for Bayou Rapides, Boeuf, and Cocodrie, Louisiana, contemplated in the report dated 24 March 1941 of the Special Board of Officers at an estimated cost of \$2,600,000 is hereby authroized."

Section 87 of the Water Resources Development Act of 1974 modified the project to provide for the enlargement of Bayou Courtableau from Washington, La. to the WABPL and for construction of additional culverts through the WABPL as necessary for the increased flow. The rights of way and dredged material disposal areas therefore are to be provided at Federal expense.

Purpose

To reduce flood heights and improve drainage in the watersheds of Bayou Rapides, Boeuf, Cocodrie, and Courtableau La., by means of channel improvement and control structures.

Progress of Work

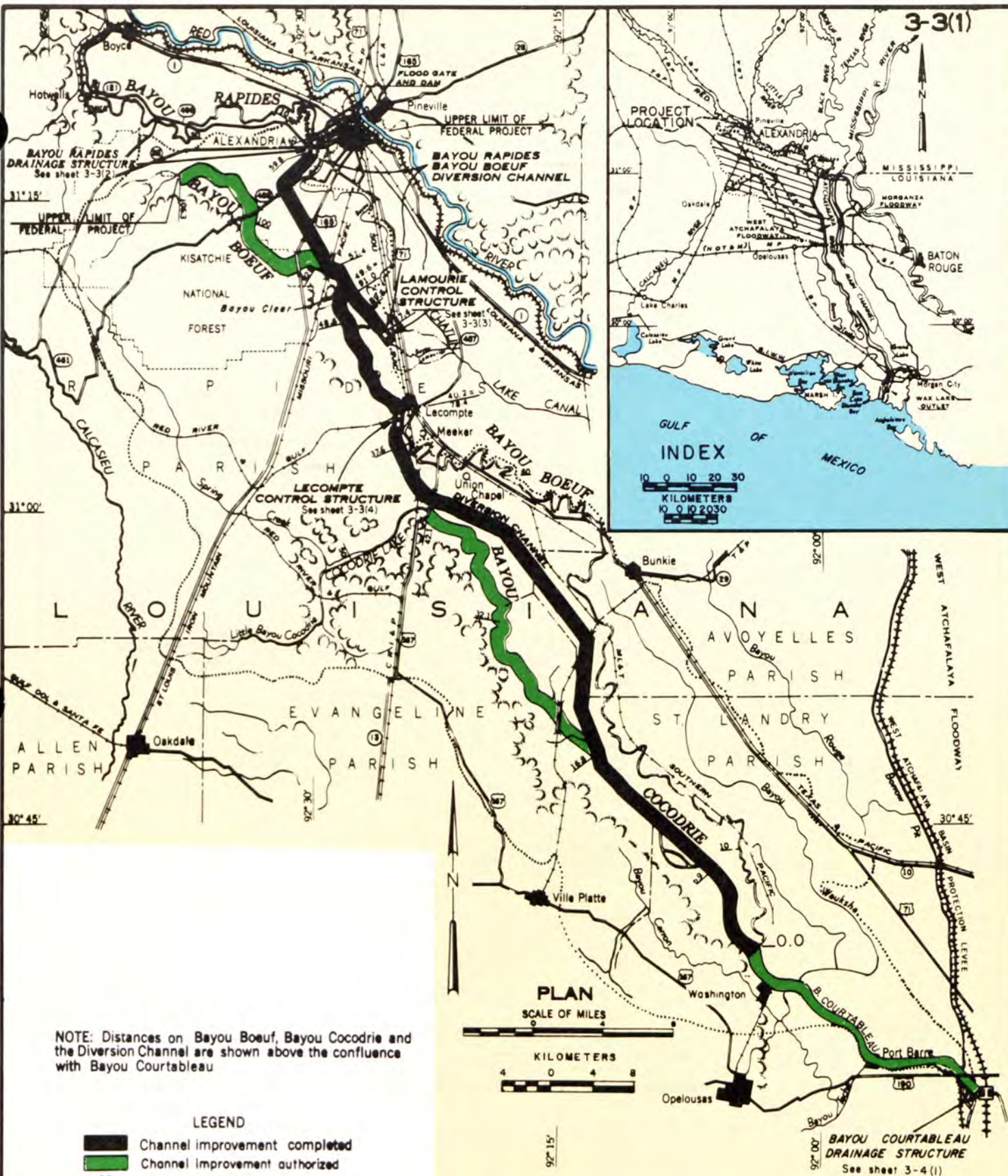
A total of 16,482,158 cubic yards of earth have been removed in completing the Bayou Rapides, Boeuf and Cocodrie diversion channel from mile 0.0 to the Bayou Rapides control structure, a distance of 59.8 miles and the channel enlargement of Bayou Boeuf, mile 89.55 to mile 91.0. Clearing and snagging of Bayou Boeuf mile 87.4 to mile 89.55 is complete. Bayou Rapides, Lecompte and Lamourie control structures are complete. No work has been done on channel improvement of Bayou Cocodrie (mile 16.8 to mile 42.1) and Bayou Boeuf, (mile 92.8 to mile 106.3).

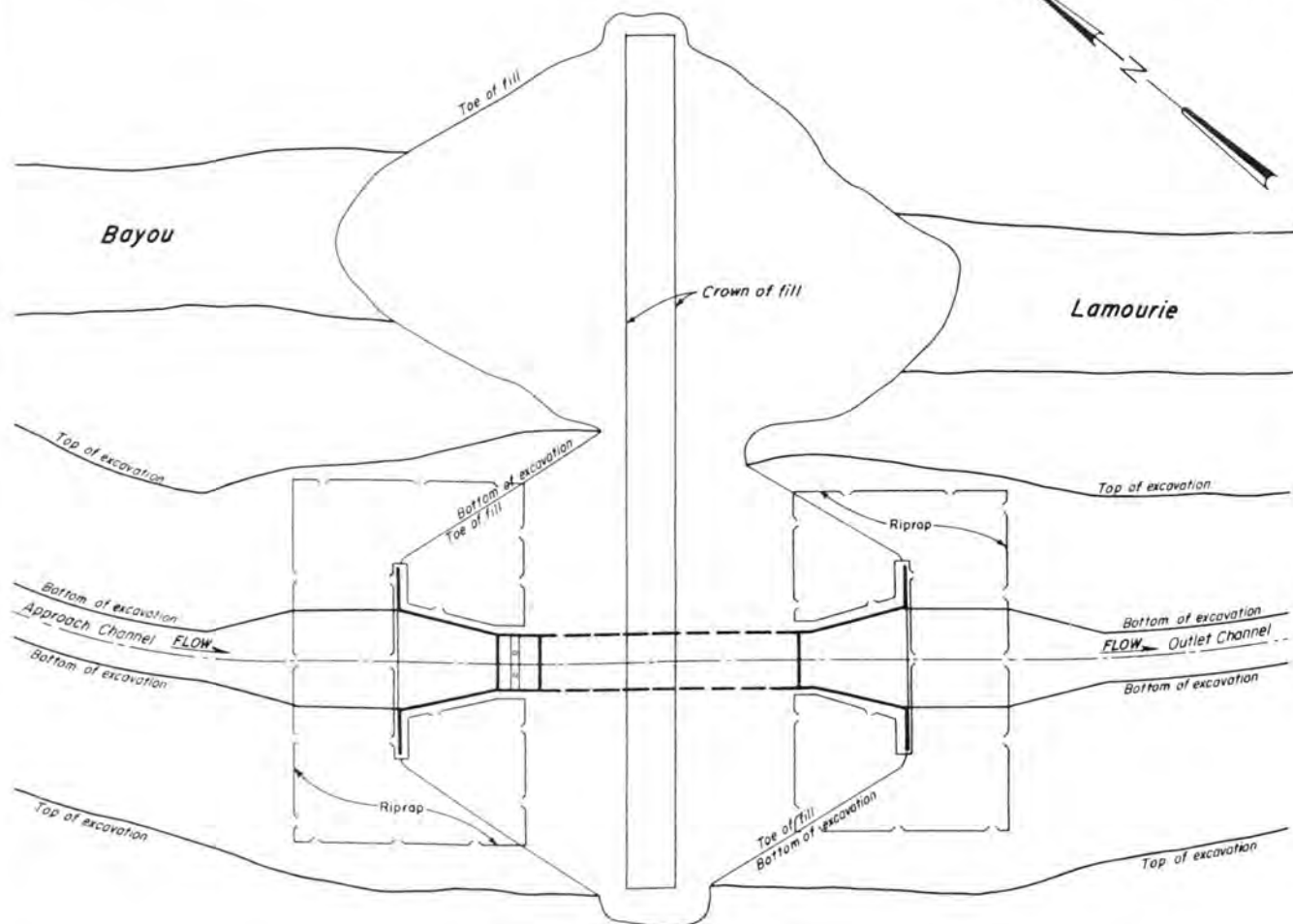
Planning for the enlargement of Bayou Courtableau and construction of additional culverts through the WABPL was initiated in March 1975.

Project was initiated June 1946 and is 53% complete.

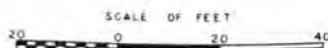
Cost

\$25,000,000





PLAN

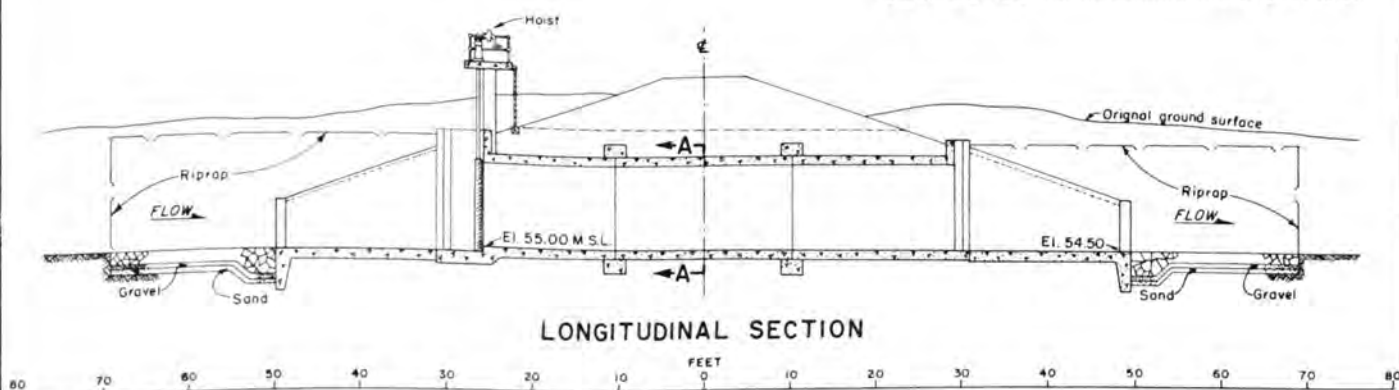


GENERAL DATA

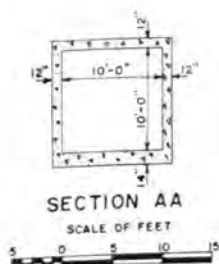
COST OF CONSTRUCTION: \$57,929

COST OF OPERATION: local interests

COMPLETED: 20 Oct. 1951



LONGITUDINAL SECTION



SECTION AA

SCALE OF FEET

MISSISSIPPI RIVER COMMISSION WORK

FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES

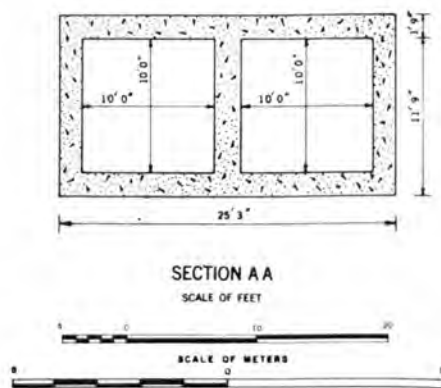
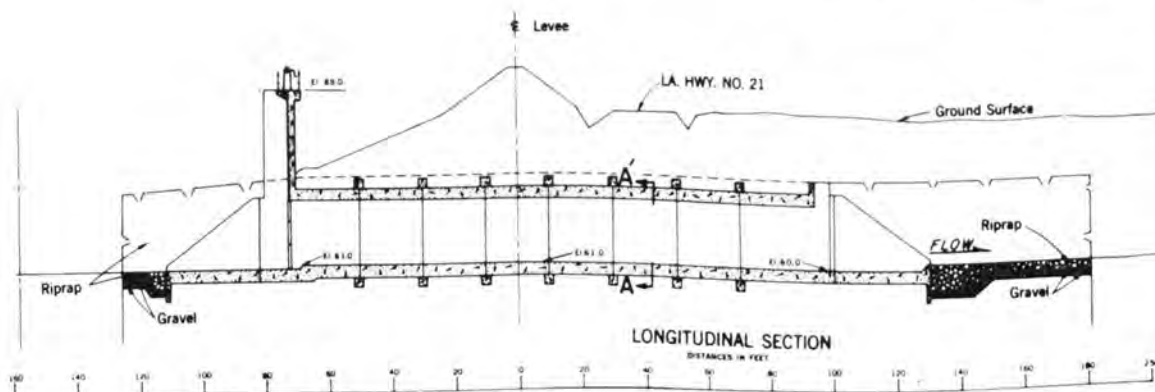
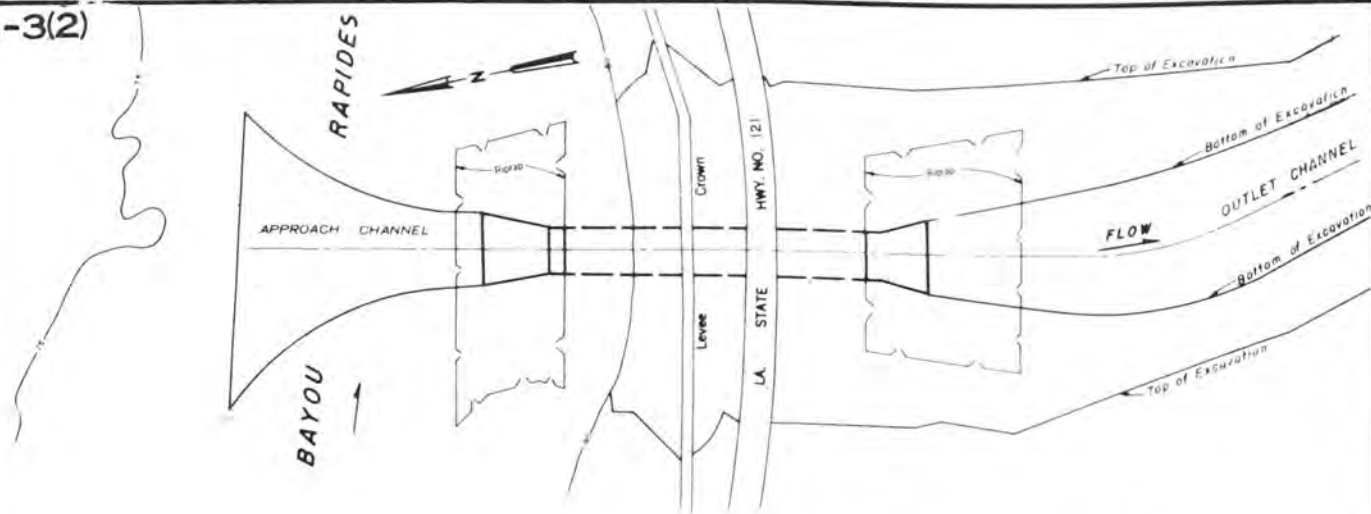
BAYOU COCODRIE AND TRIBUTARIES, LA.
LAMOURIE CONTROL STRUCTURE

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

3-3(2)



GENERAL DATA

COST OF CONSTRUCTION: \$195,884

COST OF OPERATION: local interests

COMPLETED: 7 Oct. 1948

MISSISSIPPI RIVER COMMISSION WORK

FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES

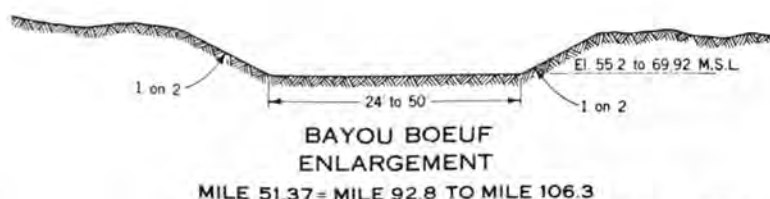
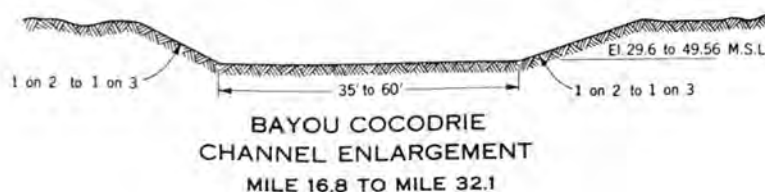
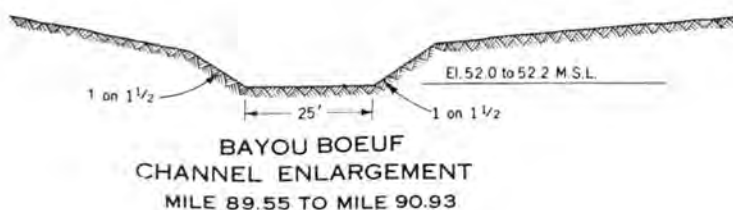
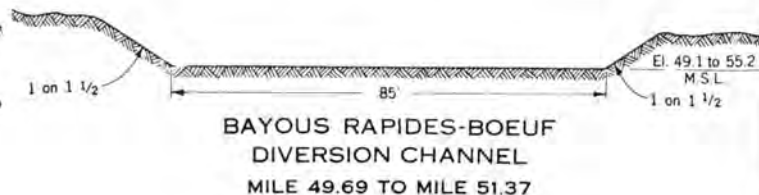
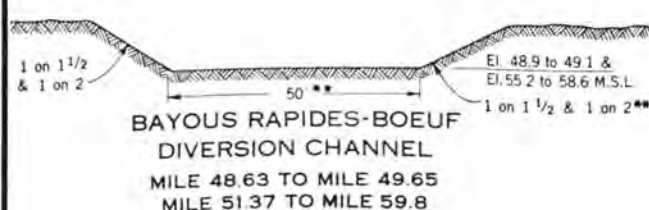
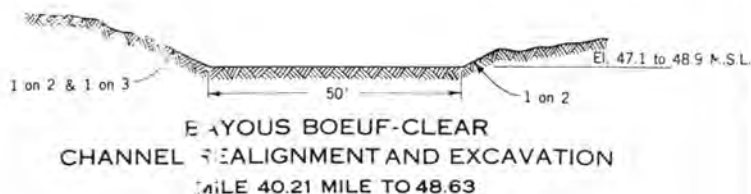
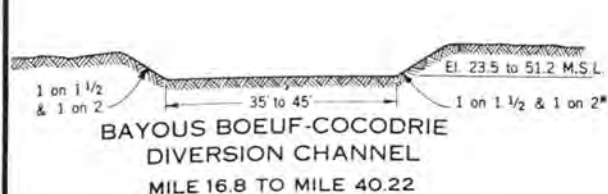
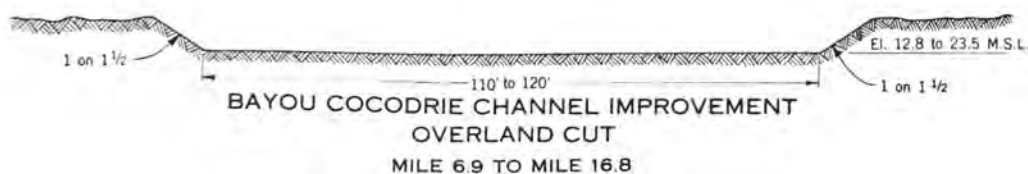
BAYOU COCODRIE AND TRIBUTARIES, LA.
BAYOU RAPIDES DRAINAGE

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

3-3(5)



MISSISSIPPI RIVER COMMISSION WORK

FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES

BAYOU COCODRIE AND TRIBUTARIES, LA.

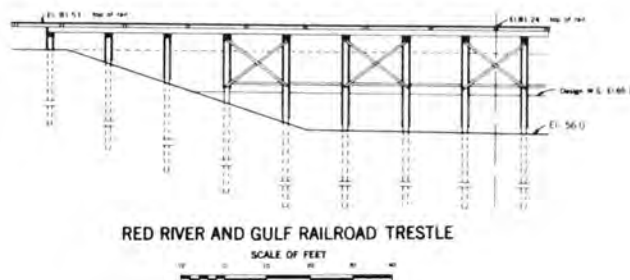
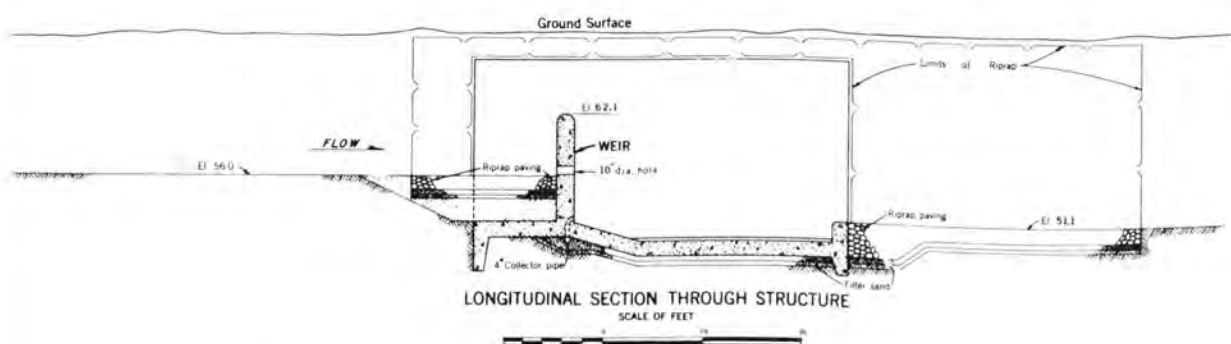
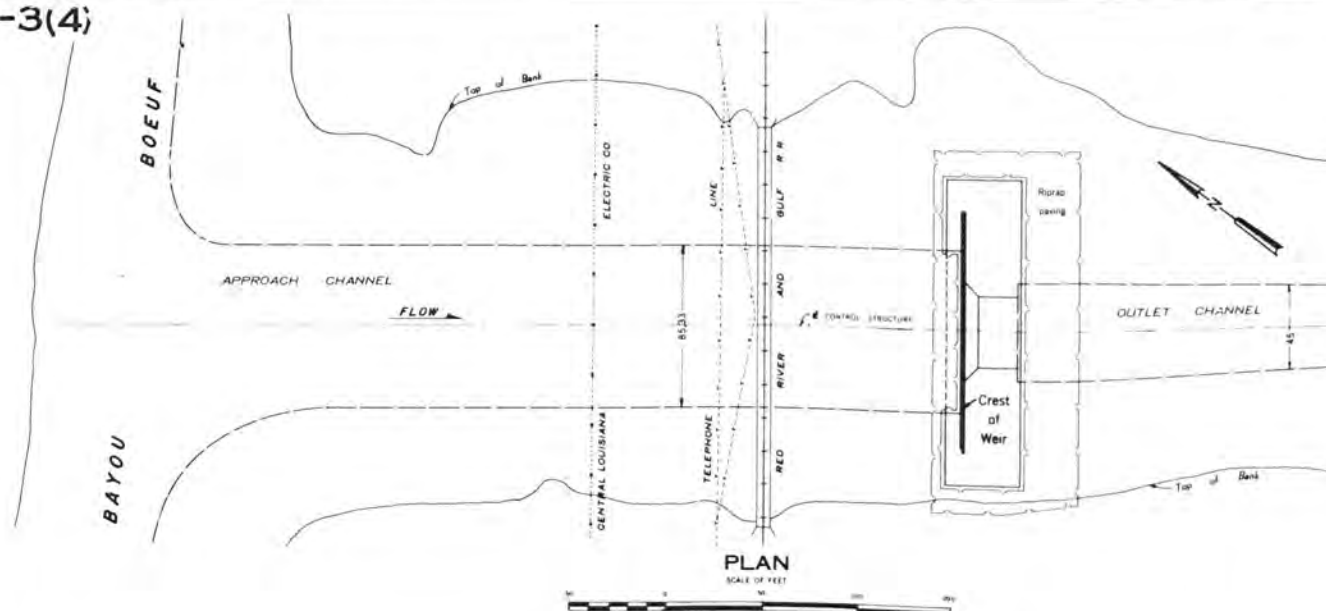
SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA

Revised 30 September 1983

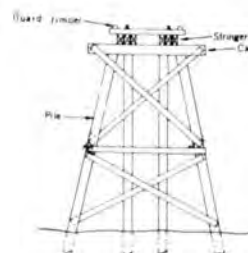
- * Mile 39.8 to Mile 40.15: Side slopes 1 on 3 where depth of cut greater than 25'.
- ** Mile 51.37 to Mile 59.8: Side slopes 1 on 3 with 35' bottom width.

3-3(4)



GENERAL DATA

COST OF CONSTRUCTION: \$97,990
 COST OF OPERATION: local interests
 COMPLETED: 11 MARCH 1950



MISSISSIPPI RIVER COMMISSION WORK
 FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES
 BAYOU COCODRIE AND TRIBUTARIES, LA.
 LECOMPTÉ CONTROL STRUCTURE
 SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA

Revised 30 September 1983

NOTE:
 Red River and Gulf Railroad Bridge
 removed by owners prior to June 1955.

ATCHAFALAYA BASIN, LA. CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985		
<u>Project</u>		
Flood Control Acts approved 15 May 1928, 23 April 1934, 15 June 1936, 28 June 1938, 18 August 1941, 24 July 1946, 17 May 1950, 3 September 1954 and 23 October 1962, authorized construction of a floodway through the Atchafalaya River Basin for excess floodwaters diverted from the Mississippi River at the latitude of Old River and through the Morganza Floodway to pass to the Gulf of Mexico. Flood Control Act approved 3 September 1954, authorized a 12- by 125-foot navigation channel from Mississippi River via Old and Atchafalaya Rivers to Morqan City, La.		
<u>Purpose</u>		
The Atchafalaya Basin Floodway is planned and designed to relieve the Mississippi River main stem of excessive flows during major floods.		
<u>Progress of Work</u>		
The project, based on a monetary basis, is approximately 35% complete.		
LEVEES	Miles Authorized	Miles to be Constructed or Raised to Grade & Section (Refined 1973 M R & T Flood Flowline)
East Bank Atchafalaya River---	52.5 -----	0.0
Bayou Des Glaises-----	7.9 -----	0.0
West Bank Atchafalaya River---	60.1 -----	4.5
Simmesport Ring-----	1.6 -----	0.0
Melville Ring-----	4.1 -----	0.0
Krotz Springs Ring-----	1.7 -----	0.0
Mansura Hills to Hamburg-----	20.5 -----	0.0
West Atchafalaya Basin Protection Levee, Hamburg to Berwick Drainage Canal via Calument, including Berwick Floodwall-----	128.7 -----	52.0
Levees west of Berwick, Berwick Drainage Canal to Charenton Drainage Canal -----	56.5 -----	46.9
Morganza Upper Guide Levee----	8.9*-----	0.0
East Atchafalaya Basin Protection Levee, Morganza, La. to Cut-Off Bayou, including 19.5 miles of Morganza lower guide levee and Morgan City & Tiger Island Floodwalls----	106.7 -----	50.9
Roads on Levees-----	(446.5)-----	(151.6)
*Constructed under Morganza Floodway Project. See Sh. 3-7		
FLOODWALLS	Miles Authorized	Miles to Be Constructed
Morgan City-----	1.3 miles	1.3 (a)
Berwick-----	1.0 miles	0.0
Tiger Island-----	0.4 miles	0.0

DRAINAGE STRUCTURES		
Bayou Courtableau (Weir and Control) -----	May 1942	
Bayou Darbonne-----	15 Feb 1941	
Bayou des Glaises Loop (Culvert)-----	1939	
Brushy Bayou-----	Dec 1947	
Coutableau (W.A.B.P. Levee)-----	2 May 1956	
Henderson Freshwater Diversion Structure and Channel-----	(b)	
Sherburne Freshwater Structure and Channel-----	(b)	
Wax Lake East Drainage Area		
Auxiliary Closure Lower Atchafalaya River vic. of Patterson and Appurtenant Works		
Control Structure-----	18 Dec 1954	
Culvert (Hwy. 90 at Calumet)-----	22 Aug 1961	
Siphon & Culvert (T & N.O (SP) R.R.) at Calumet-	27 Aug 1963	
Wax Lake West Drainage Area		
Control Structure-----	16 Jun 1954	
PUMPING PLANTS		
Upper Pointe Coupee-----	Completed	
Bayou Yokely-----	29 Jul 1983	
Bayou Yokely (Enlargement)-----	25 Jul 1955	
Centerville-----	9 Apr 1963	
Ellerslie-----	25 May 1964	
Franklin-----	8 Apr 1953	
Franklin (Enlargement)-----	21 Jun 1958	
Front Street-----	24 Feb 1978	
Gordy-----	1949	(b)
Maryland-----	10 Feb 1964	
North Bend-----	31 May 1957	
Tiger Island-----	15 Nov 1962	
Wax Lake East-----	23 May 1955	
Wax Lake West-----	7 Dec 1961	
	13 Apr 1965	
RELOCATIONS		
N.O.T. & M. Rwy. high level crossing-----	6 Sep 1961	
T. & P. Rwy. readjustment of track & facilities-	7 Nov 1967	
U.S. Hyw. 190 high level crossing-----	79%	
Ville Platte-Opelousas railroad connection-----	Feb 1950	

FLOWAGE CHANNEL IMPROVEMENTS (1950 Mileage)	
40,000 Square Foot Channel	
Mile 54.7 to Mi. 57.0-----	6 Nov 1954
Mile 57.0 to Mi. 57.9 (No work required)	
Mile 57.9 to Mi. 63.7-----	11 Oct 1957
Mile 63.7 to Mi. 67.5 (No work required)	
Mile 67.5 to Mi. 95.2-----	26 Mar 1962
Mile 95.2 to Mi. 96.2 (No work required)	
Mile 96.2 to Mi. 112.3-----	9 Dec 1968
60,000 Square Foot Channel	
Mile 54.5 to Mi. 63.7-----	5 Feb 1963
Mile 63.7 to Mi. 67.8-----	23 Jul 1966
Mile 67.8 to Mi. 70.5-----	9 Aug 1963
Mile 70.5 to Mi. 76.0-----	4 May 1966
Mile 76.0 to Mi. 78.5-----	17 May 1963
Mile 78.5 to Mi. 85.1	
Including Chicot Lake-----	4 Dec 1966
Closure Mile 80.0	
Mile 85.1 to Mi. 96.2-----	29 May 1964
Channel Training-----	(b)
Widen Wax Lake Outlet Overbank-----	(b)
Wax Lake Outlet Control-----	(b)
Channel Realinement-----	(b)
ALTERATION	
Berwick Bay Bridge, Raising-----	2 May 1942
Bridges and structures across drainage	
Channel W.A.B.P.L.-----	15 Sep 1964
T. & P. Rwy. Bridge, Melville, La.-----	15 Nov 1952
Power Line Crossing, Gulf States Utilities (Wiskey Bay Pilot Channel)-----	14 Dec 1949
INTERIOR DRAINAGE (WEST OF BERWICK)	
Wax Lake East Drainage Area, North of Bayou Teche-----	31 Jul 1962
(a) Presently under construction	
(b) Work to be undertaken.	

NAVIGATION WORK

Completed

To be
Constructed

Atchafalaya River Navigation Channel through	
Grand and Six Mile Lakes-----	15 Feb 1956
Bayou Boeuf Lock-----	14 Jun 1954
Bayou Boeuf Lock Approach Channels-----	13 May 1955
Bayou Sorrel Lock-----	1 Oct 1952
Berwick Lock-----	6 Nov 1950
Berwick Lock Approach Guide Walls-----	7 Sep 1951
Bridge, Charenton Floodgate-----	13 Mar 1951
Calumet Floodgate, East-----	22 Sep 1950
Calumet Floodgate, West-----	12 Jul 1950
Charenton Floodgate-----	8 Jul 1948
East Access Channel-----	20 Nov 1966
West Access Channel-----	17 Aug 1967

DRAINAGE CANALS

Bayou Boeuf-Bayou Long (9- by 100-foot channel)	17 Jun 1947
Bayou Chene (9- by 100- foot channel)-----	18 Dec 1947
Charenton Drainage Canal-----	20 Apr 1940
Borrow Pit Enlargement for Drainage Interception:	
Pointe Coupee Loop-----	
East Protection Levee-----	1940
West Protection Levee-----	1939
East Freshwater Distribution Channel-----	22 Aug 1967
West Freshwater Distribution Channel-----	No work required

Closures

Atchafalaya River Auxiliary, Vic. Patterson, La.	5 Dec 1962
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BANK STABILIZATION

Revetments-----	40 miles	18 miles
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FLOWAGE EASEMENTS

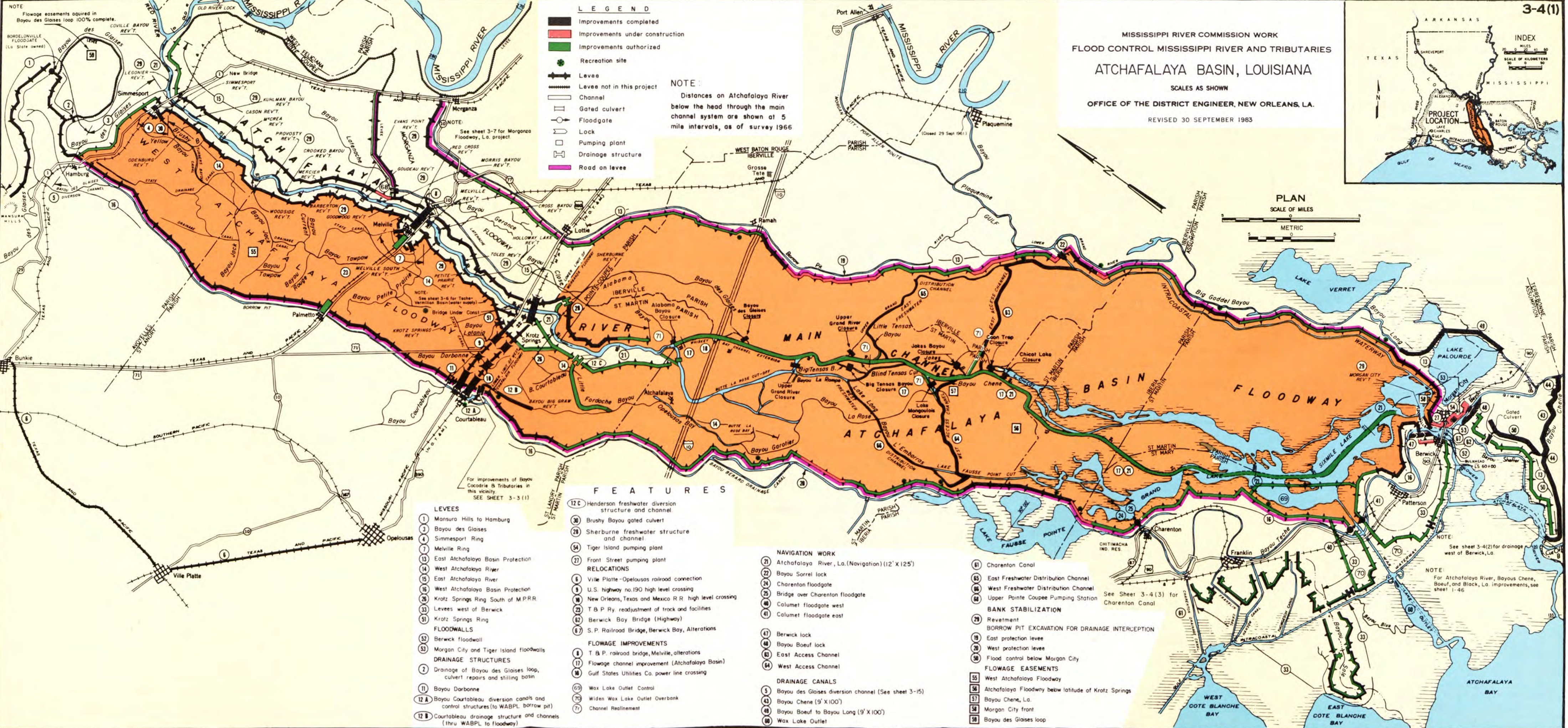
Atchafalaya Floodway below the latitude of	
Krotz Springs	13%
Bayou Chene, La.-----	100%
Bayou des Glaisses Loop-----	100%
Morgan City Front-----	100%
West Atchafalaya Floodway-----	100%

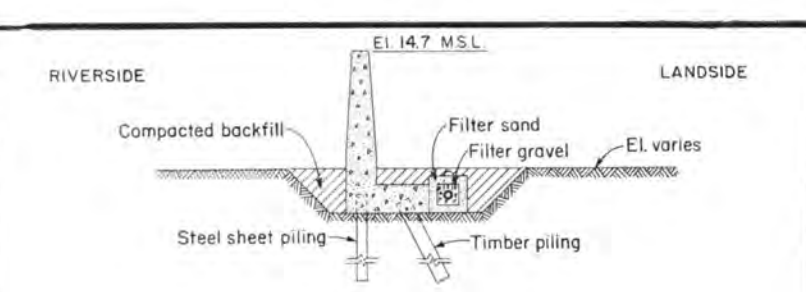
RIGHTS OF WAY

Atchafalaya Basin Main Channel Improvement	
Dredging, right of way and spoil area-----	85%
Bayou des Glaisses Diversion Channel-----	100%
Reimbursement for Levee right-of-way-----	91%
West Atchafalaya Floodway Exchange Agreements complete	
except for subordination by T. & P. RWY.-----	100%
Upper Pointe Coupee Pumping Station-----	100%

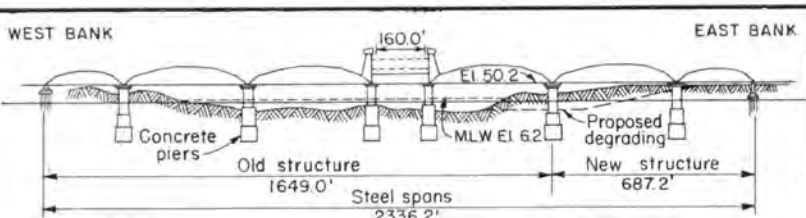
Widen Wax Lake
Outlet Overbank 0%

	Cost	Total Cost	In Thousand Dollars Thru 30 Sep 85 Expended	Remaining
Atch River, Navigation		33941	304	0
Lands & Damages		87049	11055	22886
Relocations		34616	22866	64183
Locks		7715	6572	28044
Fish & Wildlife		6562	0	7715
Roads, Railroads & Bridges		625	625	0
Channels & Canals		123117	45470	77647
Levees & Floodwalls		722721	237439	485282
Pumping Plants		21115	16395	4720
Recreation Facilities		6468	0	6468
Flood Control & Division		15	15	0
Bank Stab		189693	68756	120937
Cultural Resources		114	40	74
Bldgs, Grounds & Utilities		14	14	0
E&D		115228	63361	51867
S&A		93265	32700	60565
Total Cost - Fed		1436000	505612	930388
Total Cost - Non Fed		3000		3000
Total Cost		1433000	505612	927388

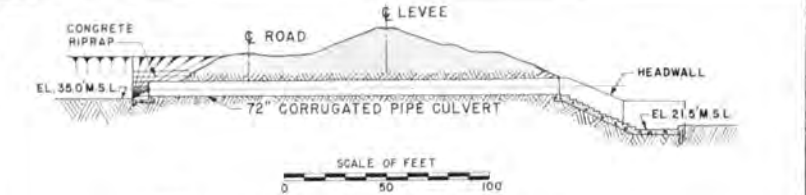




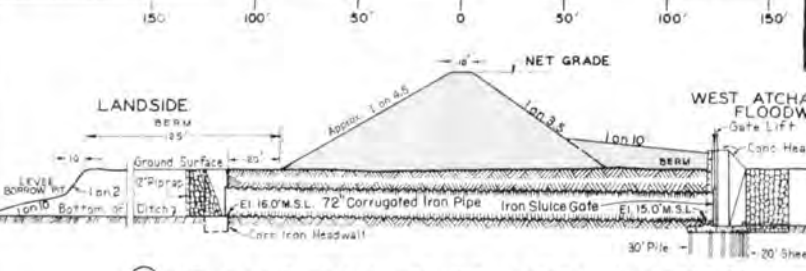
53 TIGER ISLAND FLOODWALL
SCALE OF FEET
2 0 2 4 6 8 10



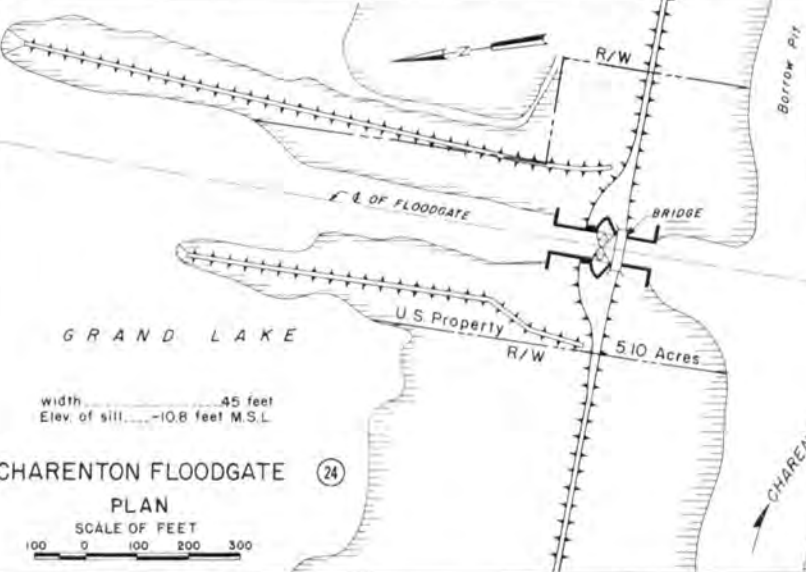
MELVILLE BRIDGE ALTERATIONS
T & P R.W.
SCALE OF FEET
200 0 200 400
Completed 15 Nov. 1952
Cost of construction \$1,250,000
Cost of operation T & P Rwy.



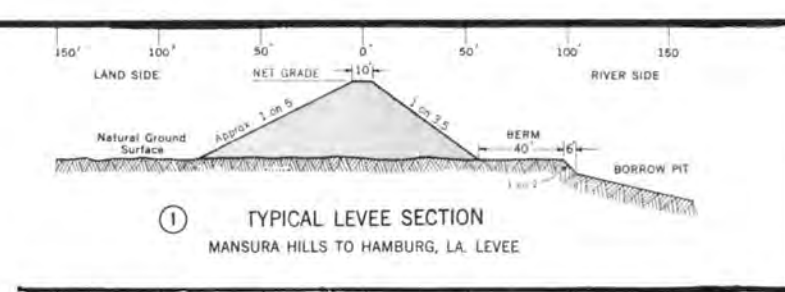
2 DRAINAGE OF BAYOU DES GLAISES LOOP
GATED CULVERT AND STILLING BASIN
SCALE OF FEET
0 50 100



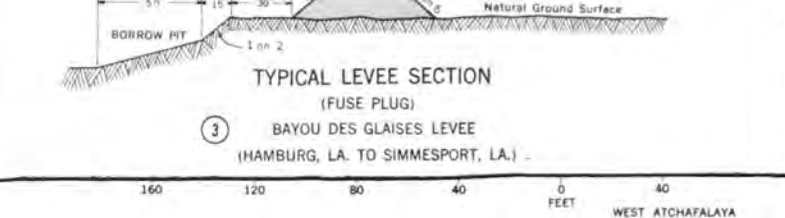
7 MELVILLE RING LEVEE GATED CULVERTS
ONE EACH AT STA. 91+00 AND STA. 145+00



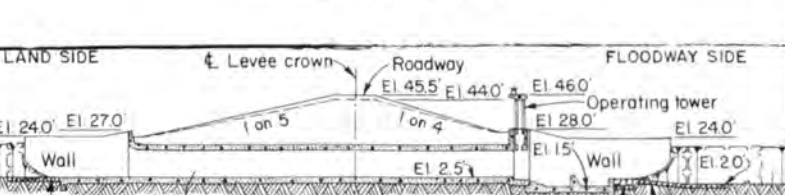
CHARENTON FLOODGATE 24
PLAN
SCALE OF FEET
100 0 100 200 300



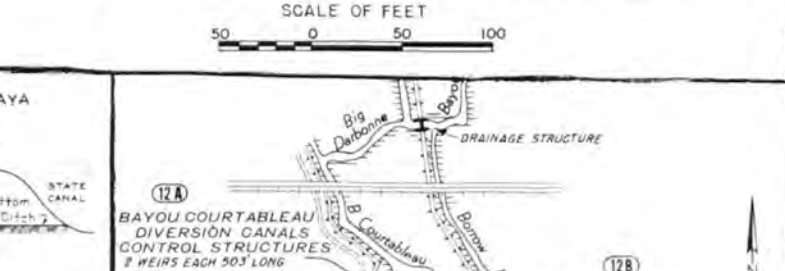
1 TYPICAL LEVEE SECTION
MANSURA HILLS TO HAMBURG, LA. LEVEE



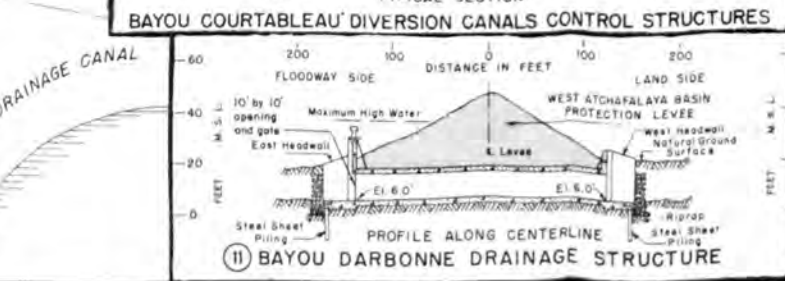
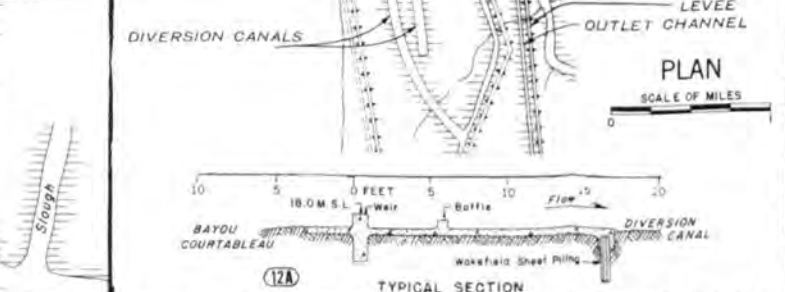
3 TYPICAL LEVEE SECTION
(FUSE PLUG)
BAYOU DES GLAISES LEVEE
(HAMBURG, LA. TO SIMMESPORT, LA.)



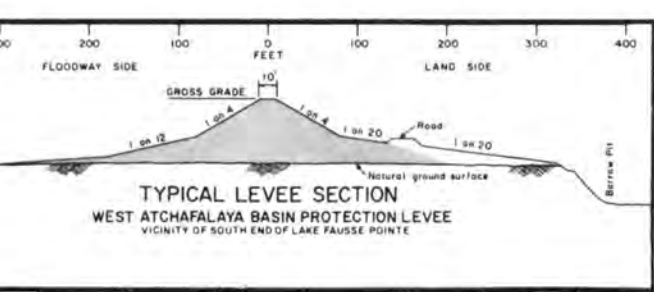
4 TYPICAL LEVEE SECTION
SIMMESPORT RING LEVEE



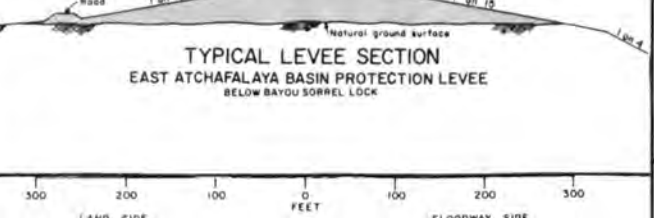
12B COURTABLEAU DRAINAGE STRUCTURE
SCALE OF FEET
50 0 50 100



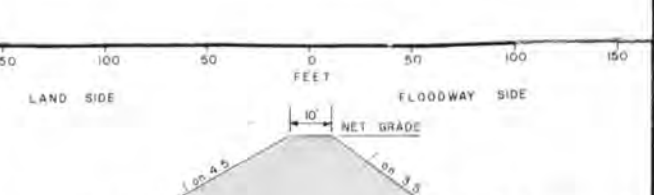
11 BAYOU DARBONNE DRAINAGE STRUCTURE



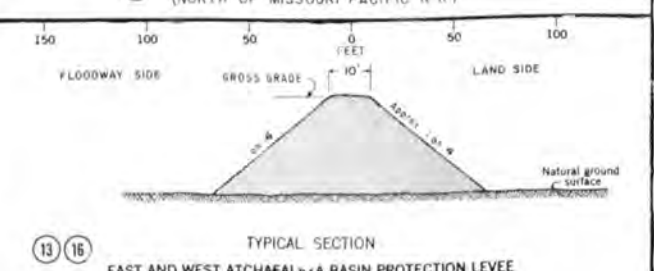
TYPICAL LEVEE SECTION
WEST ATCHAFALAYA BASIN PROTECTION LEVEE
VICINITY OF SOUTH END OF LAKE FAUSSE POINTE



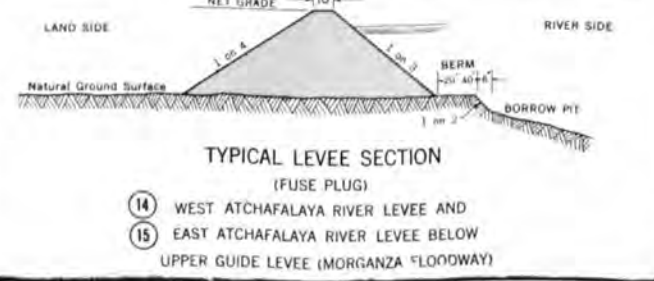
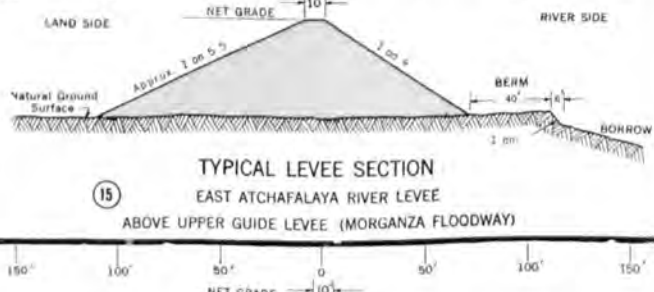
TYPICAL LEVEE SECTION
EAST ATCHAFALAYA BASIN PROTECTION LEVEE
BELOW BAYOU SORREL LOCK



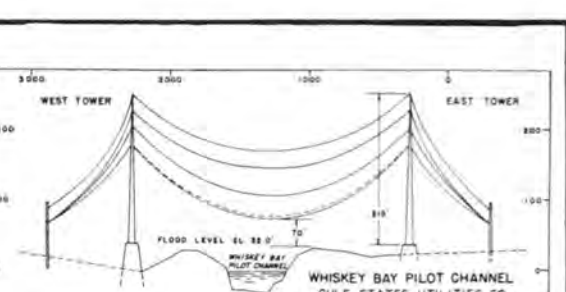
TYPICAL LEVEE SECTION
EAST ATCHAFALAYA BASIN PROTECTION LEVEE
ABOVE BAYOU SORREL LOCK



51 KROTZ SPRINGS LEVEE
(NORTH OF MISSOURI PACIFIC R.R.)



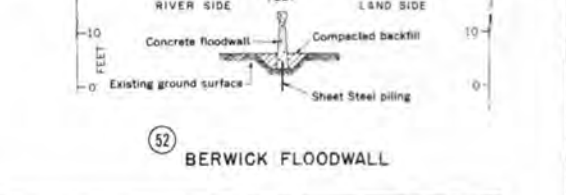
14 WEST ATCHAFALAYA RIVER LEVEE AND
15 EAST ATCHAFALAYA RIVER LEVEE BELOW
UPPER GUIDE LEVEE (MORGANZA FLOODWAY)



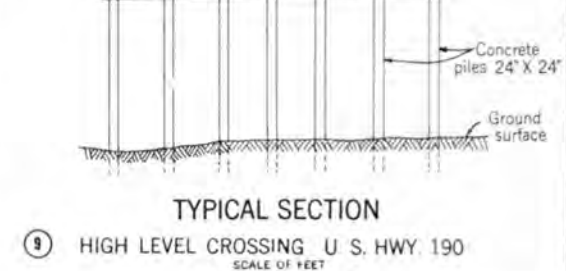
WHISKEY BAY PILOT CHANNEL
DUAL STATES UTILITIES CO
AERIAL POWER LINE CROSSING



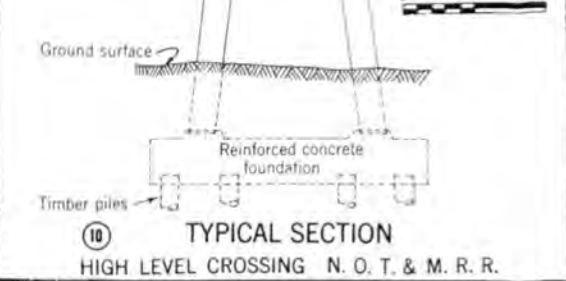
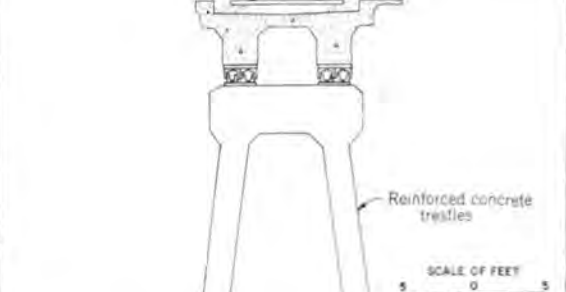
53 MORGAN CITY FLOODWALL
BRASHER AVENUE TO S. P. R.R.



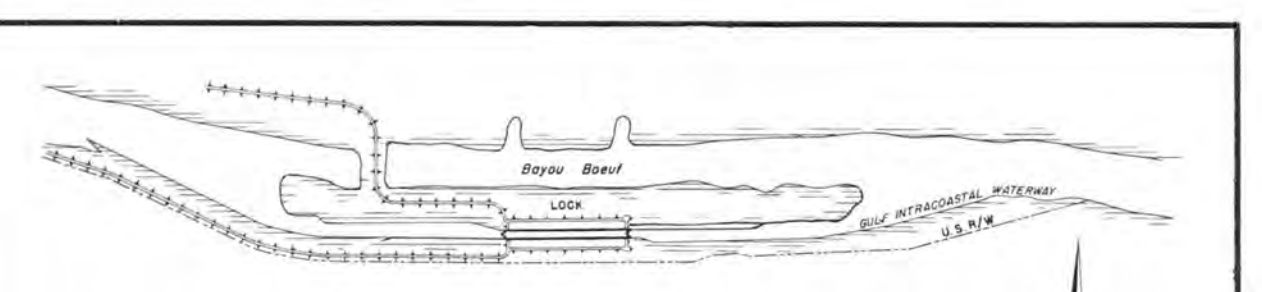
53 MORGAN CITY FLOODWALL
ABOVE BRASHER AVENUE



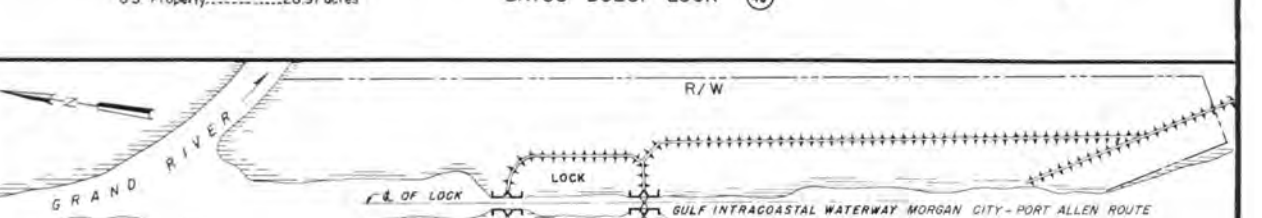
52 BERWICK FLOODWALL



9 HIGH LEVEL CROSSING U.S. HWY. 190
SCALE OF FEET
10 0 10



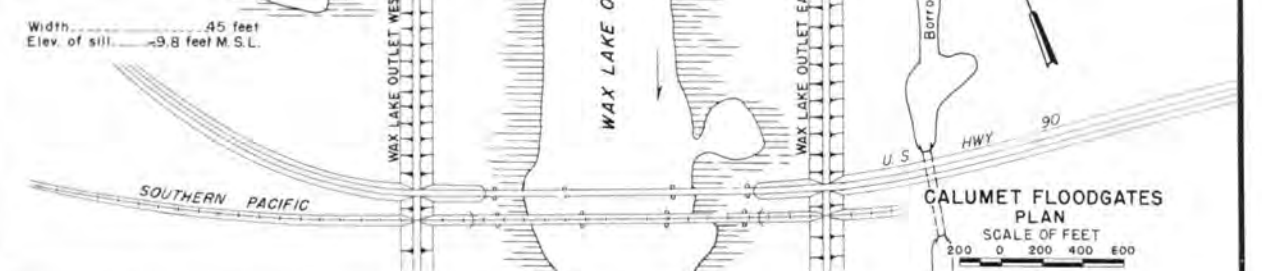
LOCK DATA
Usable length 1166 feet
Width 75 feet
Elev. of sill 13 feet MSL
U.S. Property 28.97 acres
PLAN
SCALE OF FEET
1000 0 1000
BAYOU BOEUF LOCK 48



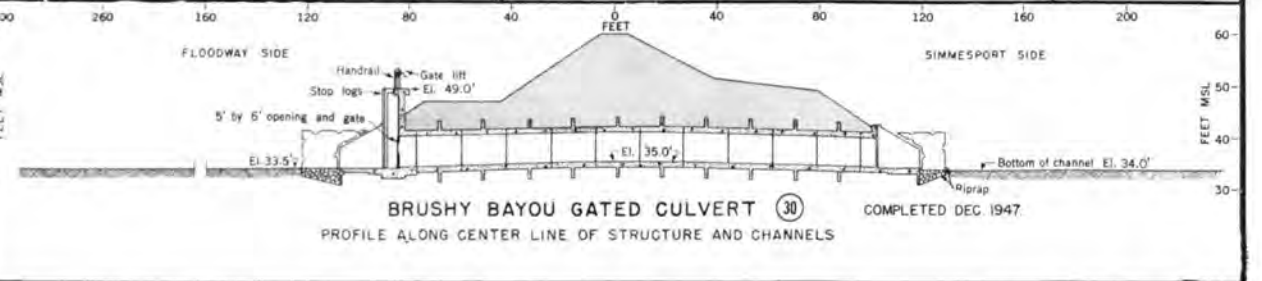
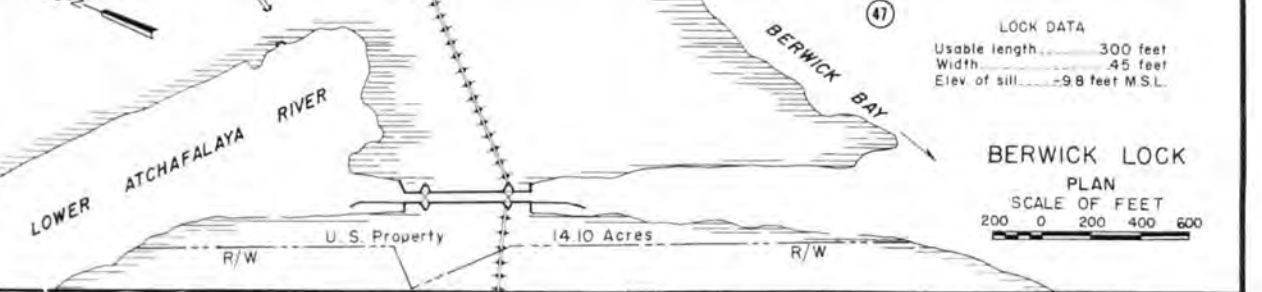
U.S. Property 262.10 acres
Usable length 797 feet
Width 56 feet
Elev. of sill 14.0 feet MSL
PLAN
SCALE OF FEET
500 0 500 1000
BAYOU SORREL LOCK 22



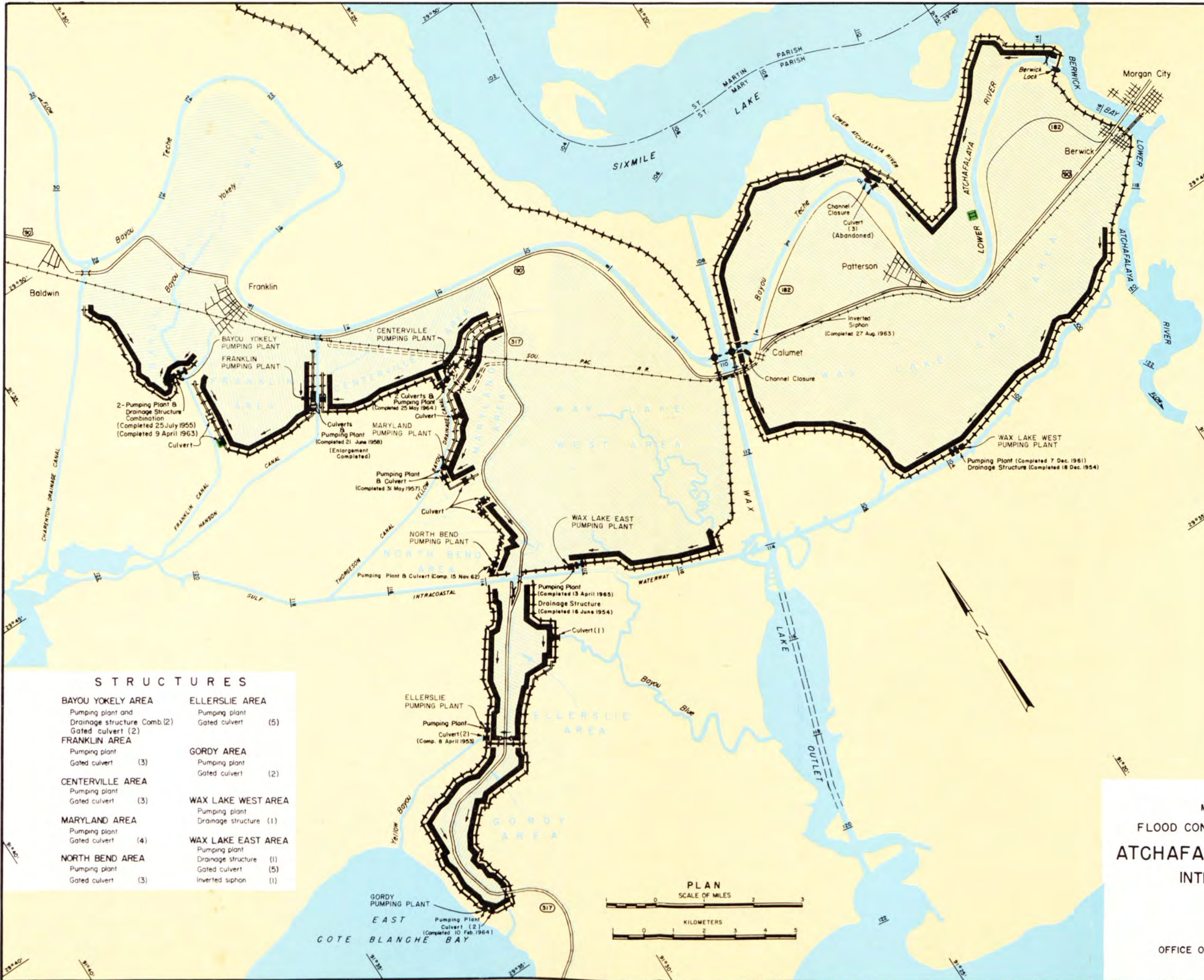
WEST CALUMET FLOODGATE
U.S. PROPERTY 3.44 ACRES
APPROACH CHANNELS
Width 45 feet
Elev. of sill 9.8 feet MSL



EAST CALUMET FLOODGATE
U.S. PROPERTY 3.44 ACRES
APPROACH CHANNELS
Width 45 feet
Elev. of sill 9.8 feet MSL
PLAN
SCALE OF FEET
200 0 200 400 600
CALUMET FLOODGATES 41



BRUSHY BAYOU GATED CULVERT 30
PROFILE ALONG CENTER LINE OF STRUCTURE AND CHANNELS
COMPLETED DEC. 1947



LEGEND

- Improvements completed
- Improvements authorized or under construction
- Low level drainage ditch completed
- High level drainage ditch authorized
- Pumping Plant
- Floodgate
- Drainage structure
- Gated culvert
- Culvert
- Levee

STRUCTURES

BAYOU YOKELY AREA		ELLERSLIE AREA	
Pumping plant and Drainage structure Comb.(2)		Pumping plant	(5)
Gated culvert (2)			
FRANKLIN AREA		GORDY AREA	
Pumping plant		Pumping plant	(2)
Gated culvert (3)		Gated culvert	
CENTERVILLE AREA		WAX LAKE WEST AREA	
Pumping plant		Pumping plant	(1)
Gated culvert (3)		Drainage structure	
MARYLAND AREA		WAX LAKE EAST AREA	
Pumping plant		Pumping plant	(1)
Gated culvert (4)		Drainage structure	(1)
NORTH BEND AREA		GORDY AREA	
Pumping plant		Gated culvert	(5)
Gated culvert (3)		Inverted siphon	(1)

PLAN

SCALE OF MILES

KILOMETERS

MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES
ATCHAFALAYA BASIN FLOODWAY, LA.
INTERIOR DRAINAGE WORKS WEST
OF BERWICK, LA.

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

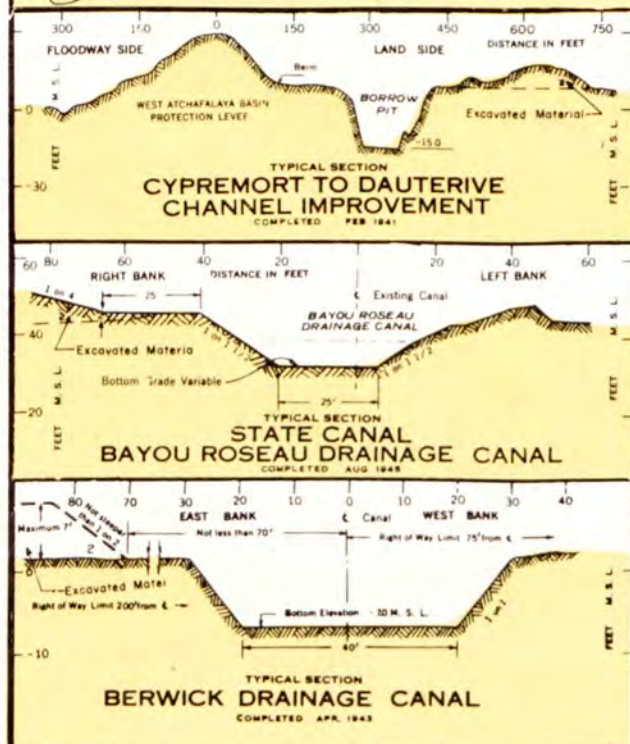
REVISED 30 SEPTEMBER 1983



NOTE:
SEE SHEET 3-4(2) FOR DRAINAGE
WEST OF BERWICK, LA.

LEGEND

- 40 Stream mileage
- 200 Mileage in Mississippi River above Head of Passes
- Levee existing.
- Levee Proposed or Under Construction.



PROJECT:

The Flood Control Act of May 15, 1928, as amended authorized the provision of the drainage works made necessary by the construction of levees.

COMPLETED

- 1 Bayou Courtableau Diversion Canals.....14 July 1938
- 2 Hamburg Palmetto A to B, R. S. Drainage
Interceptor Ditch.....27 August 1938
- 3 Bayou Des Glaisses Diversion Channel.....17 September 1938
- 4 Drainage of Bayou Des Glaisses Loop,
Culvert Repairs and Stilling Basin.....December 1938
- 5 Hamburg to Courtableau Borrow Pit
Enlargement.....9 May 1939
- 6 Bayou Gerance Drainage Ditch.....27 June 1939
- 7 Lottie to Bayou Maringouin Borrow Pit.....2 February 1940
- 8 Bayou Berard Drainage Canal.....13 March 1940
- 9 Charenton Drainage Canal
Excavation.....20 April 1940
Enlargement.....20 September 1948
Enlargement in Vicinity Missouri Pacific
(Southern Pacific) Railroad Bridge and
Bridge Modification.....18 July 1955
- 10 U. S. Highway No. 90 Bridge.....June 1940
- 11 Louisiana Highway No. 129 Bridge.....November 1940
- 12 Cypremort - Dauterive Channel
Improvement.....14 February 1941

COMPLETED

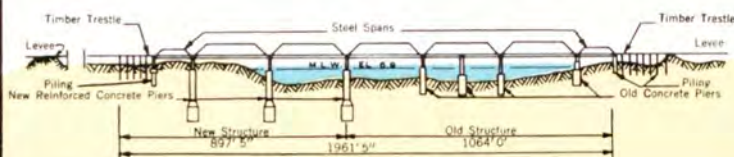
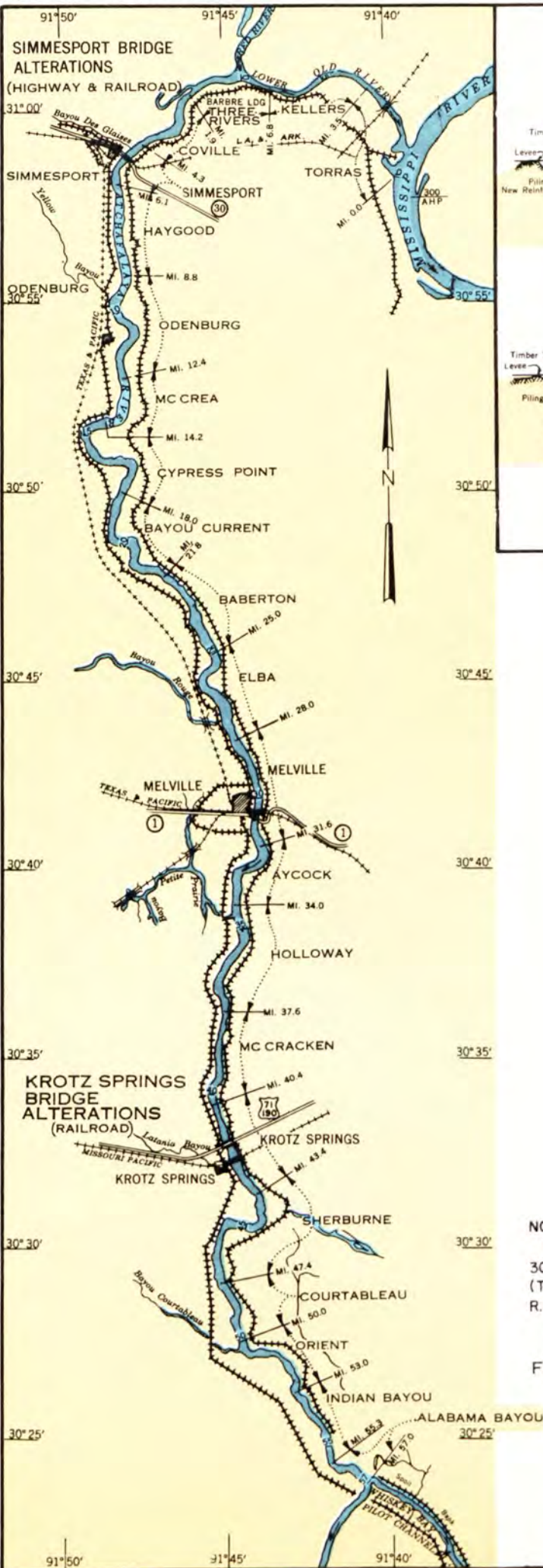
- 13 Bayou Darbonne Drainage Structure.....15 February 1941
- 14 Bayou Latenache Drainage Canal.....6 September 1941
- 15 Texas and New Orleans Railroad Bridge.....1 December 1941
- 16 Pointe Coupee Drainage Structure.....18 March 1942
- 17 Bayou Courtableau Diversion
Control Structures.....7 May 1942
- 18 Brushy Bayou Enlargement and Clearing
in Yellow Bayou.....10 May 1942
- 19 Berwick Drainage Canal.....April 1943
- 20 Bordelonville - Hamburg Levee Drainage
Improvement.....20 April 1943
- 21 State Canal - Bayou Roseau Drainage Canal.....24 August 1945
- 22 Bayou Boeuf - Bayou Long Channel.....17 June 1947
- 23 Bayou Chene Channel Improvement.....25 June 1947
- 24 Brushy Bayou Drainage Structure.....6 December 1947
- 25 Opelousas Bay to Lake Larose Channel.....29 October 1948
- 26 Yellow Bayou Outfall Canal (for Bayou
Sale Ridge).....17 February 1949
- 27 Charenton Floodgate.....December 1949
- 28 Courtableau Drainage Structure and
Channels.....May 1956
- 29 Wax Lake Outlet.....4 November 1942

MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES

ATCHAFALAYA BASIN DRAINAGE

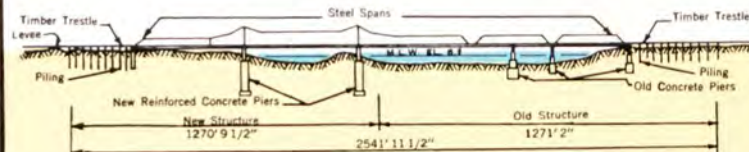
SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.



SIMMESPORT BRIDGE ALTERATIONS
(HIGHWAY & RAILROAD)

COMPLETED: DEC 1938
COST: \$985,527



KROTZ SPRINGS BRIDGE ALTERATIONS
(RAILROAD)

COMPLETED: 1941
COST: \$823,937

Previous project, none. Existing project authorized by Flood Control Act of May 15, 1928, and amendments.

PROJECT:

The improvement of the discharge capacity of the Leveed channel of the Atchafalaya River and of its outlets, including the enlargement of the openings of existing railroad and highway bridges across the Atchafalaya River, and such alterations of existing crossings of this river as are deemed necessary to the execution of the plan, and the enlargement of other restricted sections of the channel.

PROGRESS: (Dredging:)

Dredging prior to 30 June 1947.....22,159,852 Cu. Yd.

STATUS:

Simmesport Bridge	100% complete
Krotz Springs	100% complete
Dredging	92% complete

TOTAL COST:

\$3,372,068.25 (Includes cost of all work shown on sheets 3-5, 3-5A and 3-5B).

LEGEND

----- Levee and dredged material bank
45 Distance in miles below head of Atchafalaya River

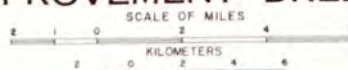
ORIENT Name and limit of reach

NOTE:

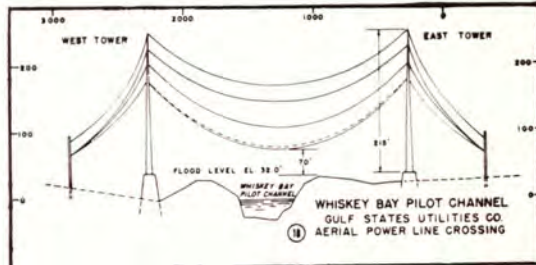
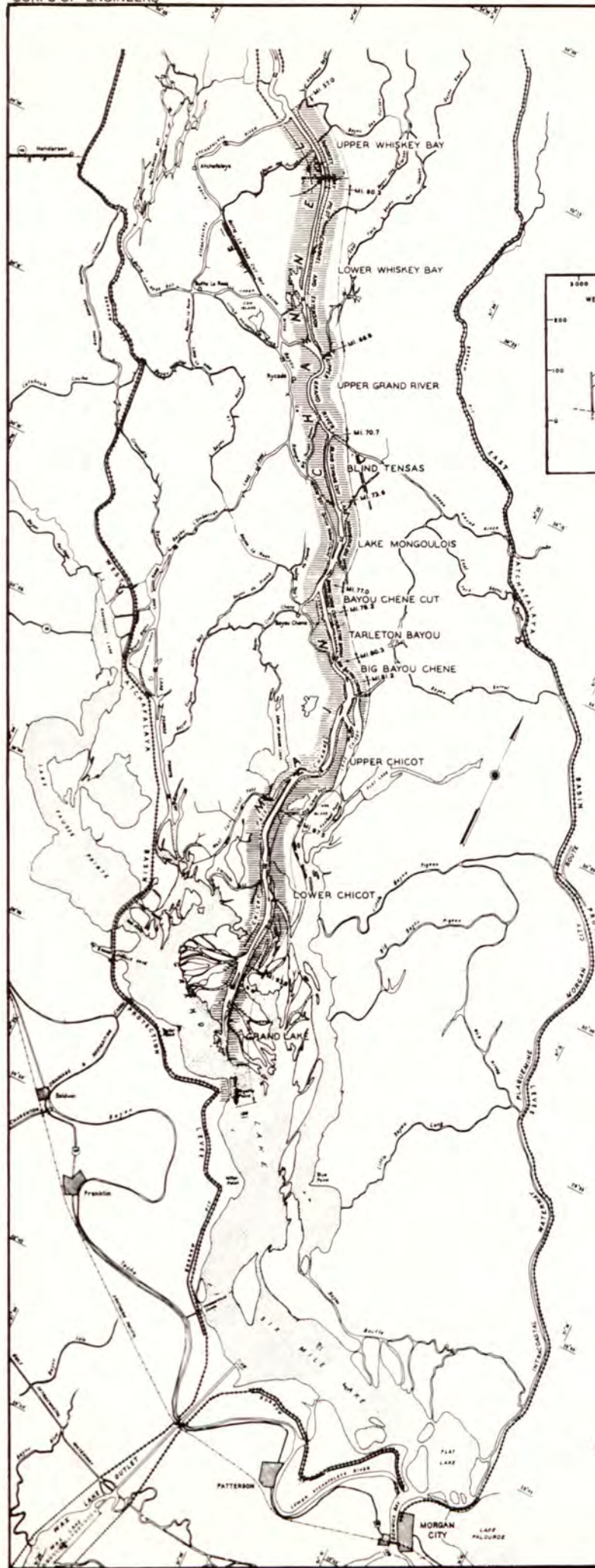
Work under this project feature determined to be complete as of 30 June 1955. For subsequent dredging, Melville bridge alterations (T. & P. R. R.) and real estate exchange agreements on Krotz Springs R. R. bridge, see Sheet 3-4 Atchafalaya Basin Floodway, La.

MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

ATCHAFALAYA RIVER
BARBRE LDG. TO ALABAMA BAYOU
IMPROVEMENT DREDGING



OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
Revised 30 SEPTEMBER 1983



PREVIOUS PROJECT, NONE.
EXISTING PROJECT AUTHORIZED BY FLOOD
CONTROL ACT OF MAY 15, 1928, AND AMENDMENTS.

PROJECT:

To dredge a continuous deep main channel through the central portion of the Atchafalaya Basin extending from the Atchafalaya River, at Alabama Bayou, entirely through the delta into the main body of Grand Lake.

PROGRESS:

Dredging prior to 30 June 1948.....109,061,467 Cu Yds.

STATUS:

Dredging.....100% complete
Right of way acquisition.....100% complete

COST:

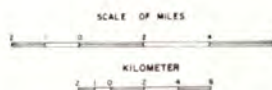
Dredging, Right of Way acquisition, and Power line crossing included in total cost shown on sheet 3-5.

Note:

Work under this project feature determined to be complete as of 30 June 1955. For subsequent dredging and right of way acquisition, see Sheet 3-4 Atchafalaya Basin Floodway, La.

LEGEND

- Levees
- Dredged material bank
- Distances in miles below head of Atchafalaya River
- GRAND LAKE Name and limit of reach



MISSISSIPPI RIVER COMMISSION WORK

FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

ATCHAFALAYA RIVER AND BASIN MAIN CHANNEL

IMPROVEMENT DREDGING

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA

TECHE-VERMILION BASINS, LA.
(WATER SUPPLY)
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Project

Flood Control Act of 15 May 1928, as amended and modified by subsequent Acts of Congress including the Flood Control Act of 1966, House Document No. 524, 89th Congress, 2nd session, Public Law No. 89-789 authorized construction of the following: the project for flood protection in the Teche-Vermilion Basins, La.

The project provides for a pumping station on the Atchafalaya River upstream of Krotz Springs with a capacity to divert 1,300 c.f.s. into Bayou Courtableau at the head of Bayou Teche; a leveed and excavated channel to convey the pumped water from the river to Bayou Courtableau with an inverted siphon to carry the pumped water under State Canal and a gated control structure in the West Atchafalaya Basin protection levee. Secondary drainage within the floodway intercepted by the conveyance channel levees is to be diverted to State Canal by construction of lateral the low flow supplemental water as follows. A gated pipe culvert is slotted weir on Bayou Fusilier with a crest elevation of about 14 feet N.G.V.D. and provisions for closing the slot when necessary to further limit the flow between Bayou Teche and the Vermilion River; and a sector-gated control structure in the Loreauville Canal with about a 56-foot horizontal width for passage of navigation and for controlling flow between Bayou Teche and Lake Fausse Pointe.

Purpose

To provide additional surface water in Bayou Teche, Vermilion River, and the WABPL borrow pit to satisfy the present and future needs for municipal, industrial and irrigation water supply and to prevent pollution of these streams.

Physical Data

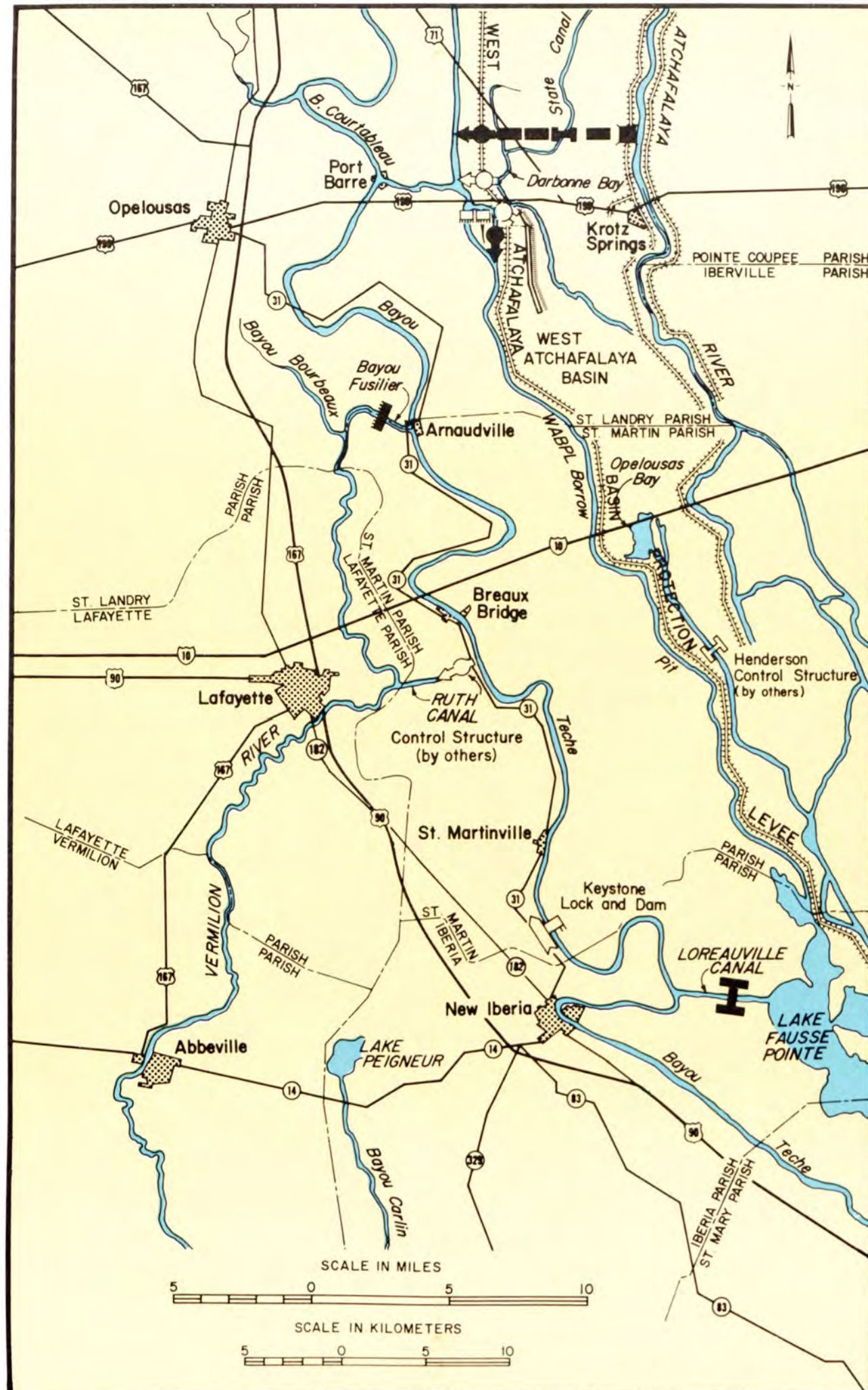
The pumping station will pump water from the Atchafalaya River with an initial pumping capacity of 1,300 c.f.s. At the request of local interests, and at their cost, the expanded capacity of 250 c.f.s. is included in the initial construction of the pumping station.

Progress of Work

The project was completed December 1982.

Federal Cost

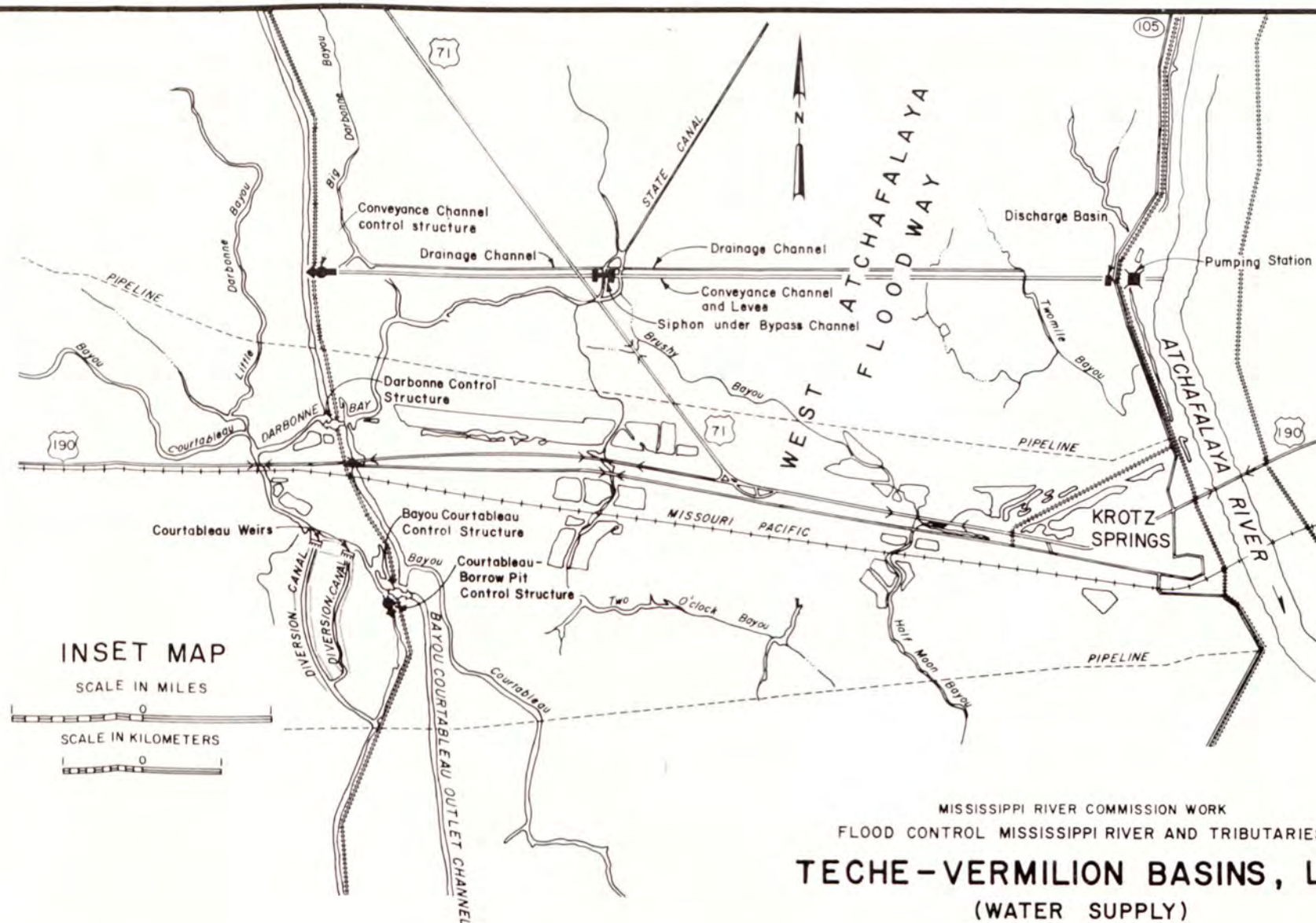
#35,591,000



- Symbols**
- Navigation Gate
 - Weir
 - Discharge Basin
 - Siphon
 - Conveyance Channel
 - Pumping Station
 - Control Structure
 - Lock

LEGEND

Authorized features completed



INSET MAP

SCALE IN MILES

SCALE IN KILOMETERS

MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES
TECHE-VERMILION BASINS, LA.
(WATER SUPPLY)

SCALE AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

MORGANZA FLOODWAY
CONDITION OF IMPROVEMENT, 30 JUNE 1974

Project

Authorized by Flood Control Act of 15 May 1928 and amendments.

Construction of a controlled floodway to pass floodwaters from the Mississippi River into the Atchafalaya Basin, thereby limiting the flow in the Mississippi River to the safe capacity of the leveed channel below Morganza, La.

Construction of necessary overhead crossings for utilities.

Progress of Work

FEATURE	PER CENT COMPLETE
Morganza control structure and high level crossings for T. & P. R.R. & La. State Highway No. 1 (30)	Completed 18 Feb 1960 100.0
Upper guide levee	100.0*
Lower guide levee	Completed 9 Aug 1955
Degrading front levee and gap closures	Completed 12 Jan 1953
Floodway clearing	Completed 18 Mar 1942
Pointe Coupee Drainage Structure	Completed 6 Sep 1941
Bayou Latenache drainage canal	Completed 12 Aug 1944
N.O.T. & M. R.R. high level crossing	Completed 12 Sep 1953
U.S. Highway No. 190, embankment and bridge	Completed 9 Feb 1956
Texas and Pacific main line high level crossing	Completed 28 Jan 1954
Relocation of utilities	100.0
Rights-of-way and easements	

*Includes 19.4 miles of levee constructed under Atchafalaya Basin Floodway allotment, under authority of the unamended 1928 Flood Control Act. (Involves 4,406,900 cu. yds., and cost \$696,000.)

Actual Operation Data

DATE	BAYS OPEN	MAX. FLOW C.F.S.
17 Apr to 19 Apr 1973	All 42	141,000
19 Apr to 12 May 1973	10	99,800
13 May 1973	12	81,500
14 May 1973	14	85,000
15 May 1973	16	95,700
16 May 1973	18	108,000
17 May to	20	142,000
2 June 1973		104,000
3 June 1973	19	94,100
4 June 1973	18	90,600
5 June 1973	17	84,100
6 to 8 June 1973	16	77,900
9 June 1973	14	58,000
10 June 1973	12	53,000
11 June 1973	10	44,000
12 June 1973	8	37,900
13 June 1973	6	28,300
14 June 1973	4	-NA-
15 June 1973	2	-NA-
15 June to 26 June 1973	1	-NA-

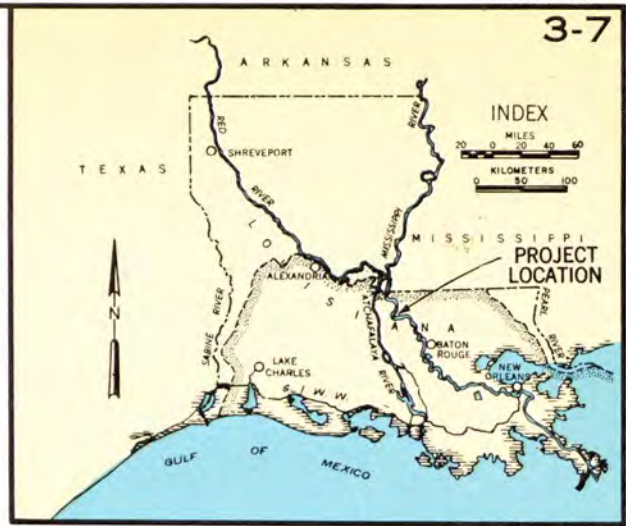
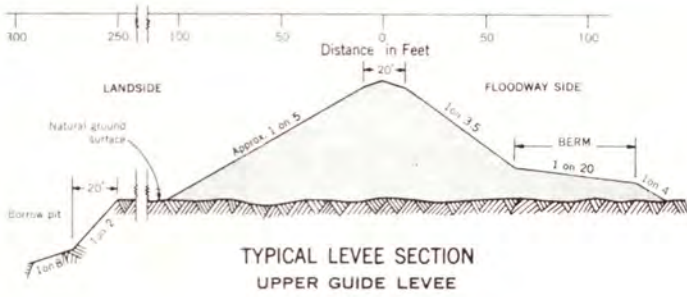
Status

100 % Complete

Cost

\$35,992,116

3-7



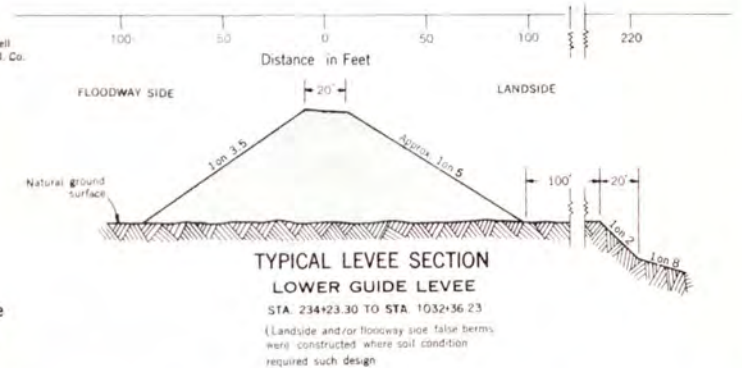
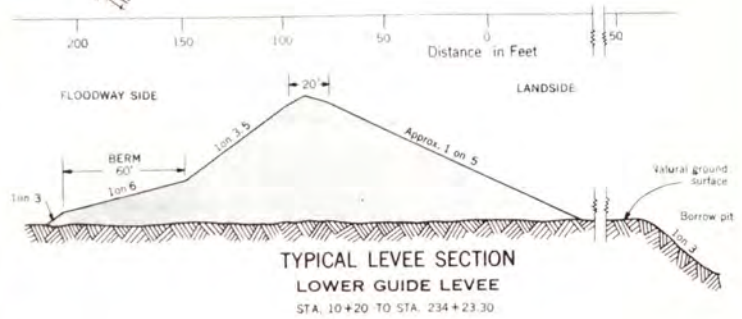
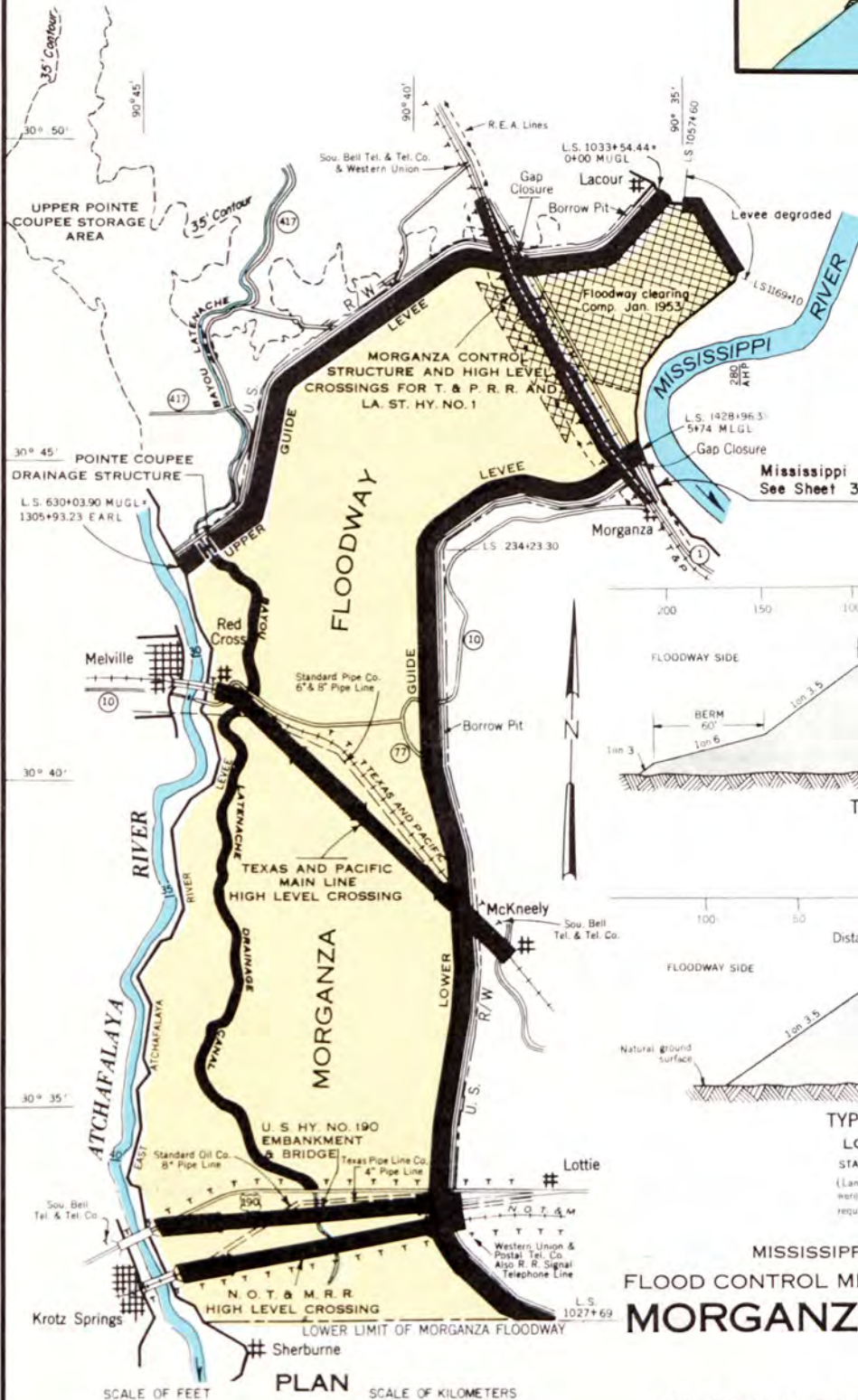
NOTE

Work under this project determined to be complete as of 30 June 1956. Work on completion of permanent highway paving on State Highway No. 1 to be done under Atchafalaya Basin Floodway, La. project, see sheet 3-4.

LEGEND

- Improvements completed
- H Drainage structure completed

Mississippi River Levee System
See Sheet 3-9

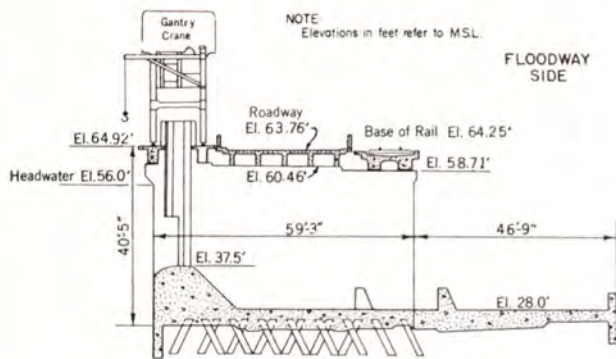


MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES
MORGANZA FLOODWAY

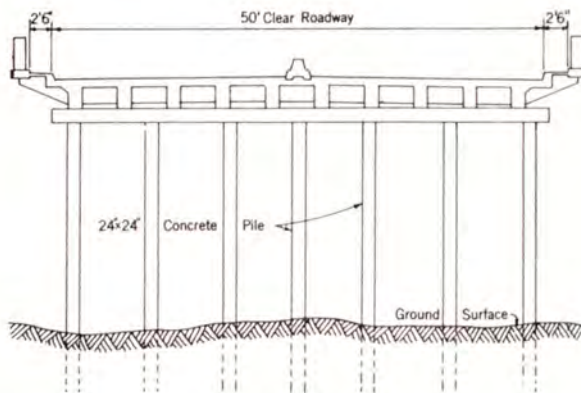
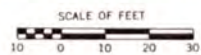
SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

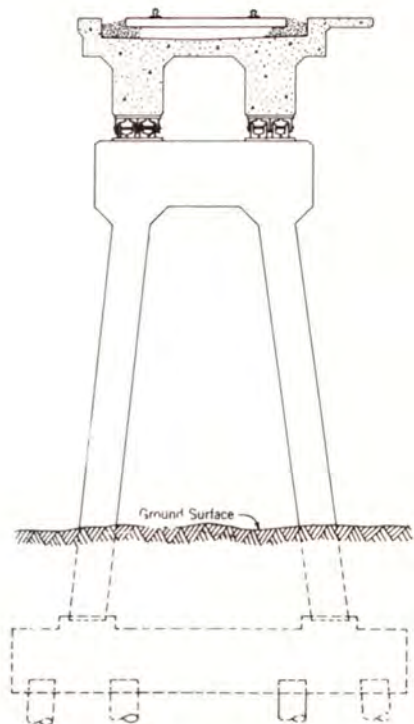
REVISED 30 SEPTEMBER 1983



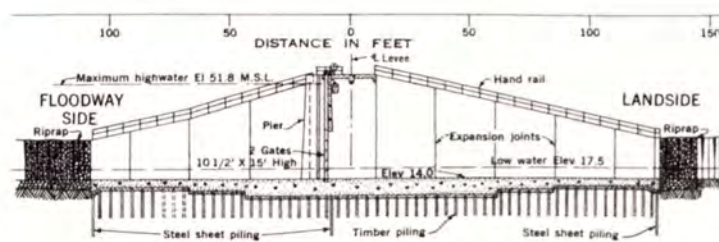
TYPICAL SECTION
MORGANZA CONTROL STRUCTURE AND HIGH LEVEL
CROSSINGS FOR T. & P. R.R. AND LA. STATE HWY. NO. 1



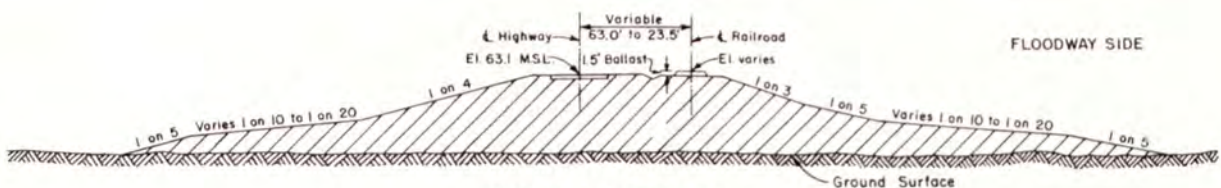
TYPICAL SECTION
HIGH LEVEL CROSSING U. S. HWY. 190
Embankment and Bridge



TYPICAL SECTION
HIGH LEVEL CROSSINGS
N. O. T. & M. AND T. & P. R. R.



LONGITUDINAL SECTION
POINTE COUPEE DRAINAGE STRUCTURE



TYPICAL SECTION
MORGANZA CONTROL STRUCTURE
Embankment



BATON ROUGE HARBOR (DEVIL'S SWAMP)
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1980

Project

Authorized by River and Harbor Act of 24 July 1946. Transferred to Flood Control, MR&T, under Flood Control Act of June 1948.

To provide a slack water channel for barge traffic and to provide an industrial expansion area for the port of Baton Rouge, La.

Authorized channel dimensions are 12 feet depth, 300 feet width and 5 mile length. The first 2.5 miles were constructed in 1959 initially and remaining 2.5 miles were to be constructed when development of the initially constructed portion warrants expansion to project limits.

Project expansion has not been necessary. Therefore this feature was reviewed and deauthorized on 2 Nov 1979, under the provisions of Section 12, Public Law 93-251 (WRDA 74), as amended.

The project was modified under the River & Harbor Act of 23 October 1962 (Public Law 87-874) to provide construction of additional dikes and retaining structures at a federal cost of \$299,500 provided local interests contribute the sum of \$100,500 toward the cost of the work.

Physical Data

Range of tide 0.5 foot at Baton Rouge, La.

Stage Range

Mean low water at mouth of channel-----	2.80 feet N.G.V.D.
Lowest low water of record-----	0.07 feet N.G.V.D.
Highest high water of record-----	47.28 feet N.G.V.D.

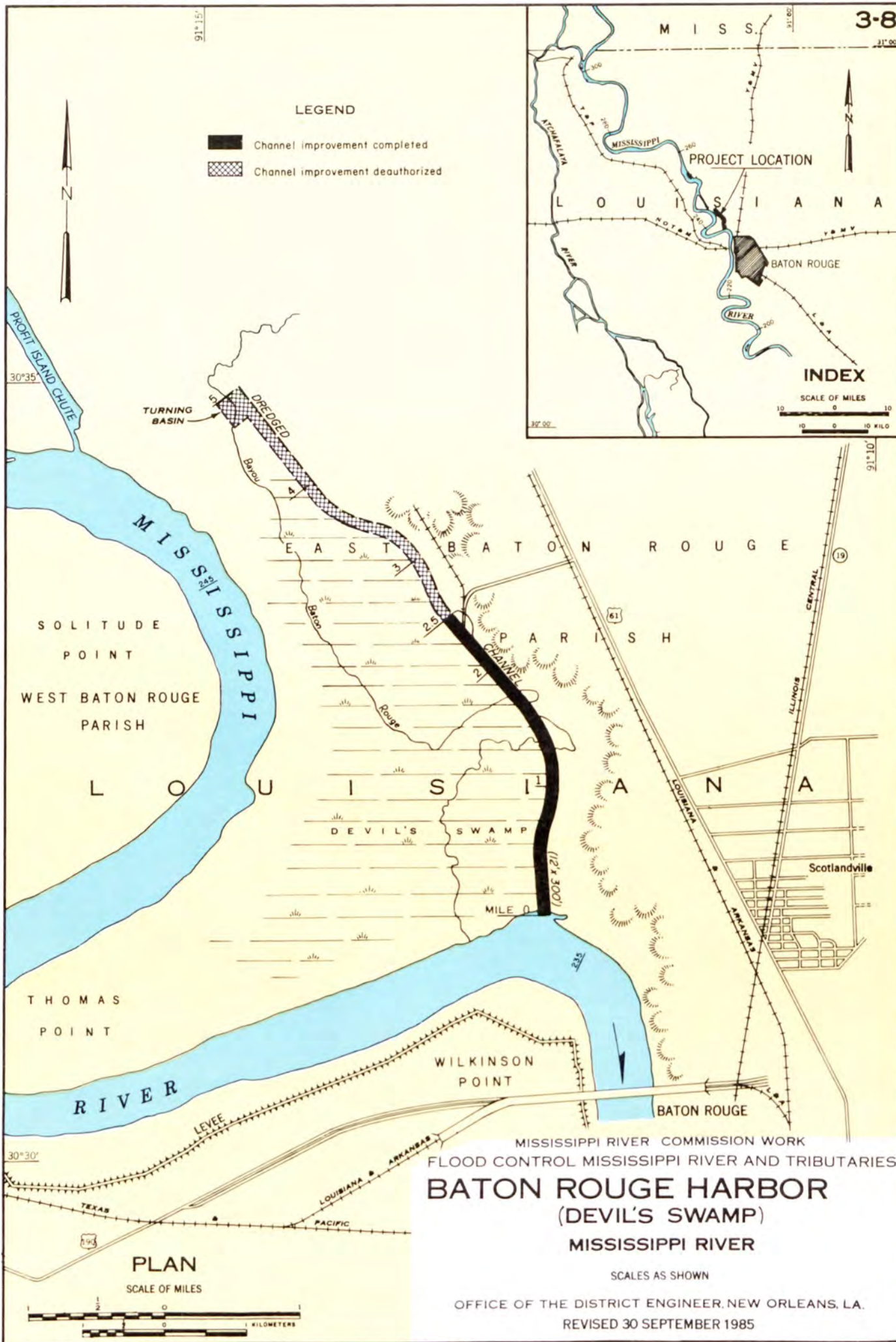
Progress of Work

Dredging the first 2.5 miles of the channel to project dimensions was completed 2 July 1959. Final shaping of dredged material to project height from mile 0.14 to mile 2.5 remains to be accomplished. Work authorized by modification (Public Law 87-874) cleared dikes, built 1.0 mile of intermediate and 0.2 mile of cross dikes, and one sluice box, rehabilitated four sluice boxes, seeded all new dikes, and installed two culverts. The project is 72% complete (excludes work associated with Mi. 2.5 to Mi. 5.0).

Cost

\$699.184.61

3-8



MISSISSIPPI RIVER LEVEES
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Previous project authorized by Act of 28 June 1879 and amendments.

Existing project authorized by Flood Act of 15 May 1928 and amendments.

Section 204e of the Flood Control Act of 17 May 1950 extends the aforementioned Act to include such flood control improvements in the parish of Orleans, La., to protect lands back of the levees from floodwaters of the Mississippi River and Lower Old River.

Purpose

The project consists of operation and maintenance of mainline Mississippi River Levees which were built to protect the adjacent lands, towns, cities, industrial plants, and people living in the area from flooding by annual high water in the river; restoration of levees; wavewash protection consisting of levee toe protection, slope paving and riprap; bank stabilization.

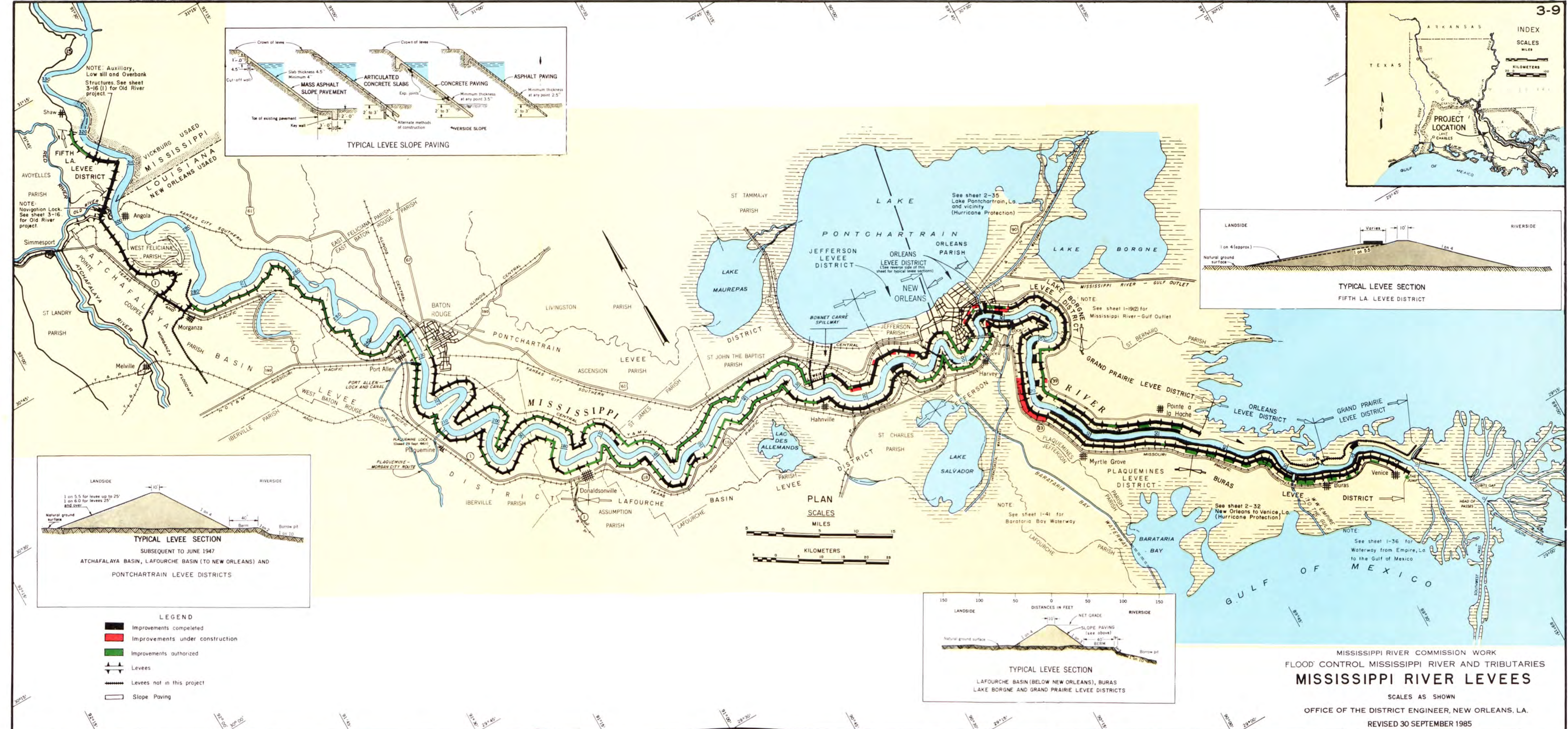
Progress of Work

Total Mississippi River Levees	511.6 miles
Complete to Grade and Section	319.1 miles
Surface Roads	479.6 miles
Seepage Berms to be constructed	10.1 miles
Seepage Berms completed	1.1 miles

Wavewash protection works, consisting of levee toe protection and asphalt or concrete levee slope paving, have been constructed for protection of the levees.

Cost

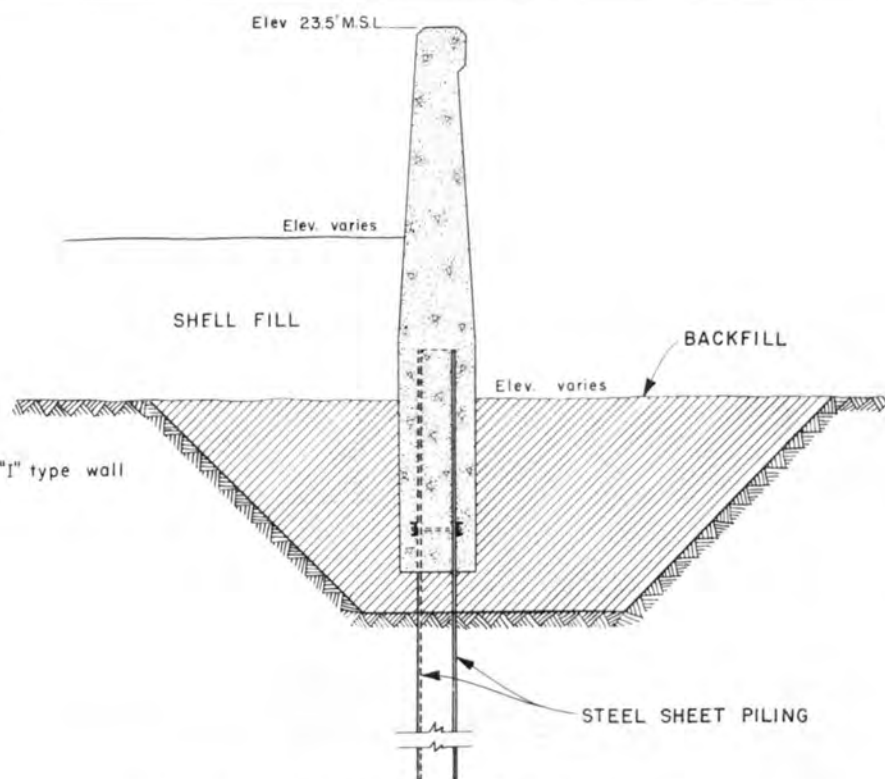
\$402,000,000



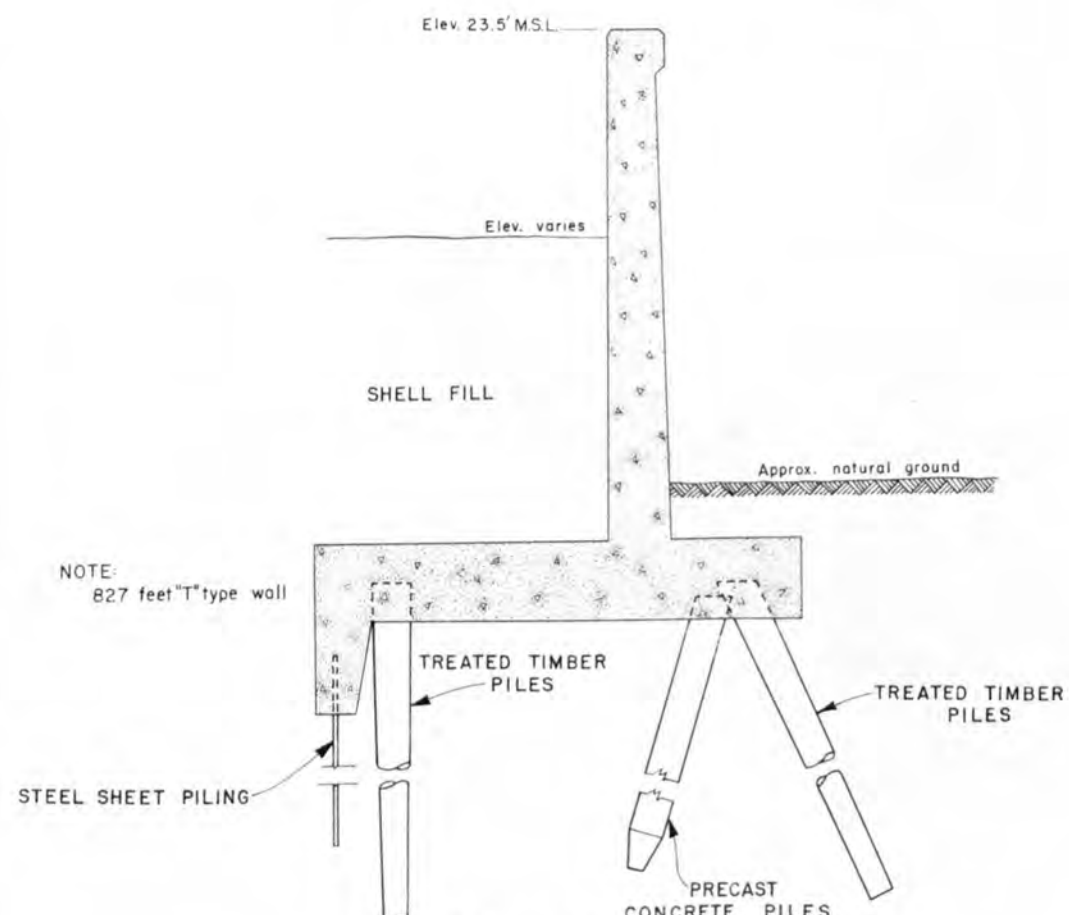
RIVERSIDE

LANDSIDE

NOTE:
1,647 feet "I" type wall

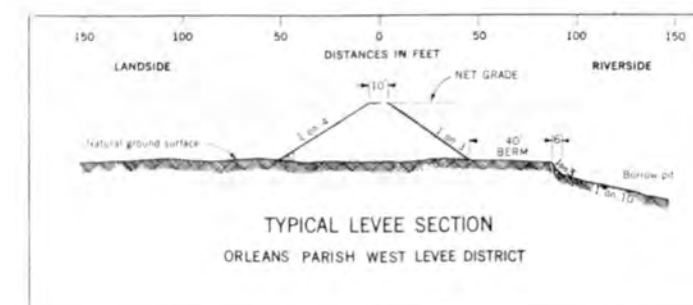
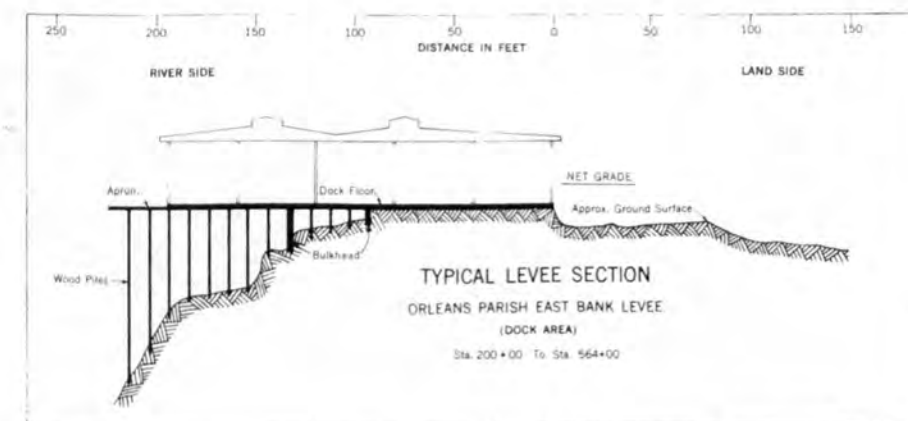
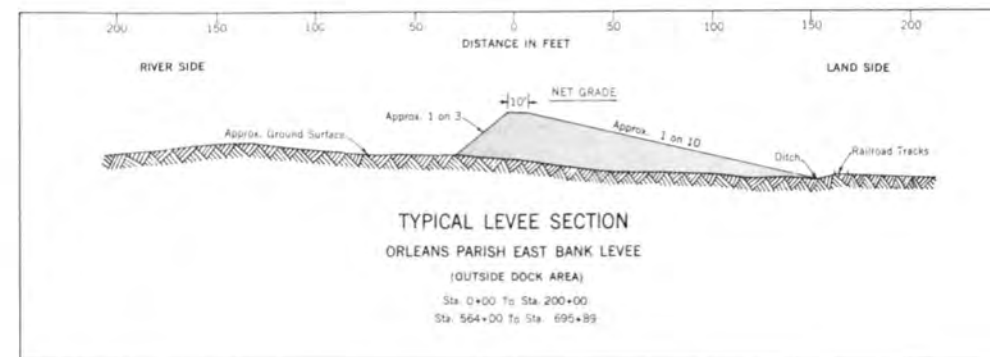


TYPICAL SECTION "I" TYPE WALL



TYPICAL SECTION "T" TYPE WALL

SCALE OF FEET
12" 0 2 4 6
CONCRETE FLOODWALL
ORLEANS LEVEE DISTRICT



MISSISSIPPI RIVER
CHANNEL IMPROVEMENT
REVTMENTS AND FORESHORE PROTECTION
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Previous original project authorized by Flood Control Acts of 18 June 1878 and 2 August 1882.

The Flood Control Acts of 1928, 1936, 1938, 1941, 1944, 1946, 1950, 1960, 1962, 1965, 1966 and 1970, provides for Channel Improvement in the Mississippi River and along its banks from the vicinity of Cairo, Illinois, to the Head of Passes, Louisiana. The plan of improvements consists of constructing revetments, dikes and foreshore protection; and channel dredging.

Revetment is placed against the banks of the river at locations where main line levees are being threatened by excessive bank caving where unsatisfactory alignment and channel conditions are developing, or where river side improvements are threatened.

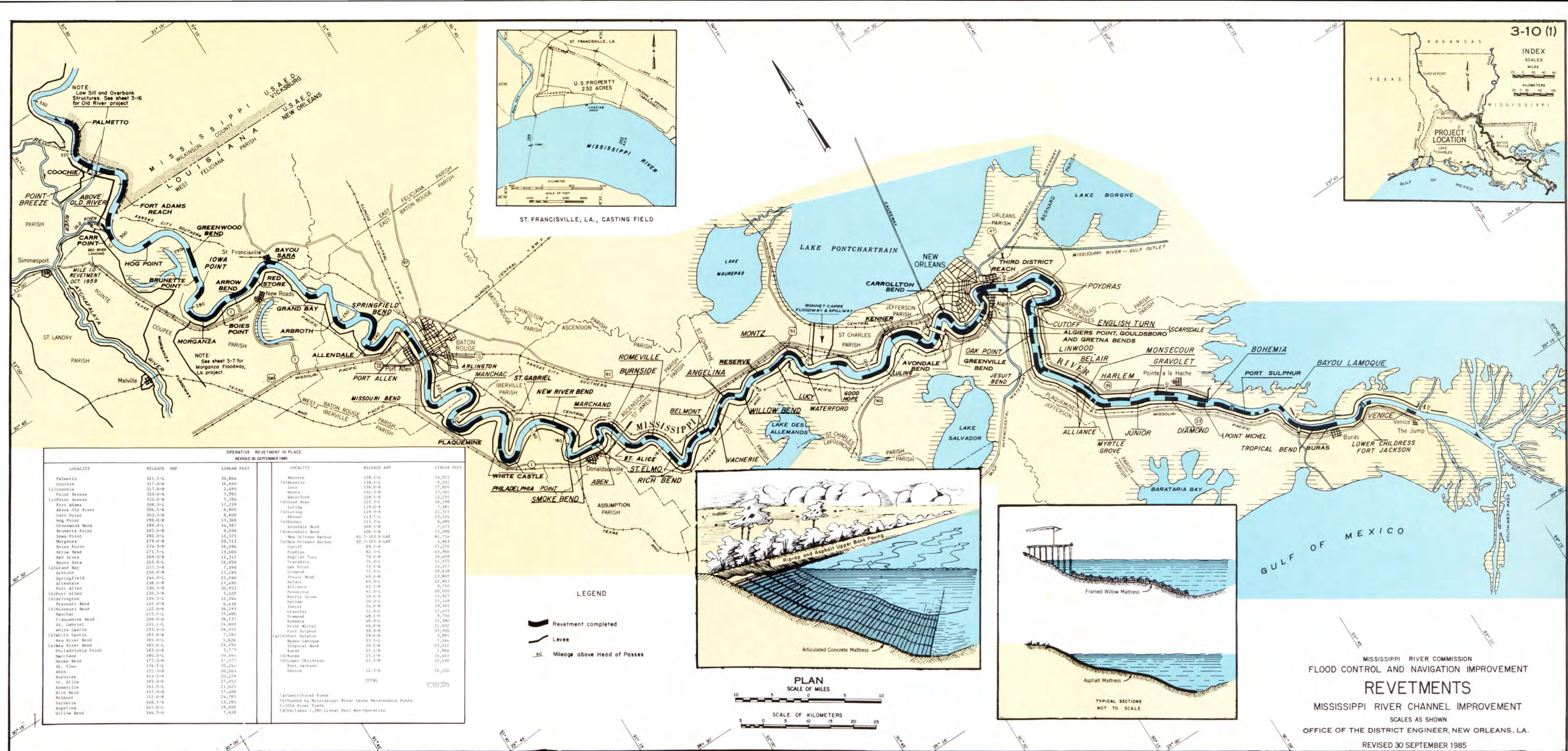
Foreshore protection is placed on the batture or against the upper bank where the levees are threatened by erosion of the batture.

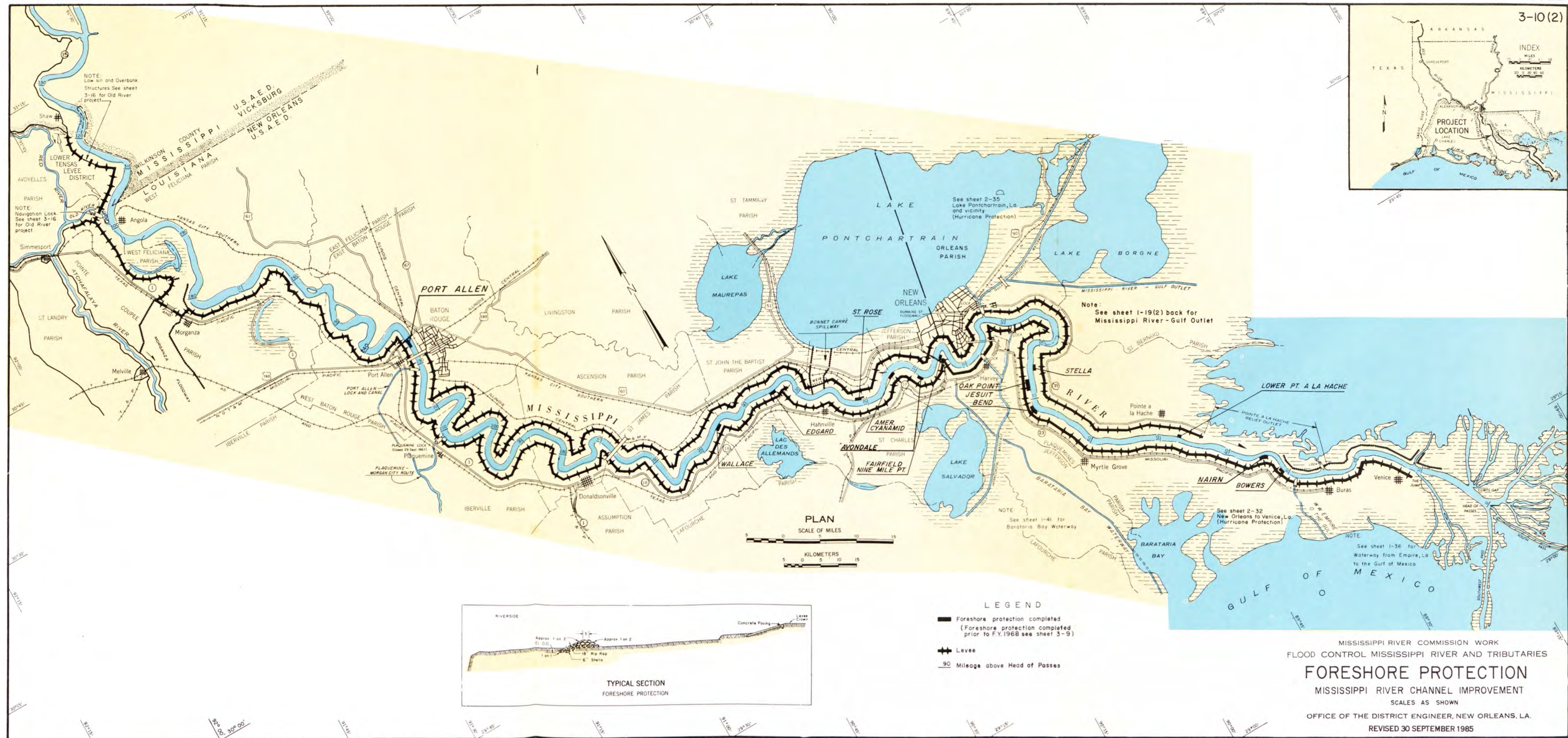
Purpose

To obtain the most efficient flow characteristics, fix the river in a desirable alignment, preserve the existing Flood Control system and protect existing riverside improvements.

Progress of Work

To date 260 miles of operative revetment and 11 miles of foreshore protection have been placed. (Foreshore protection completed prior to FY 1968, see sheets 3-9 Mississippi River Levees.)





TYPICAL SECTION
FORESHORE PROTECTION

MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES
FORESHORE PROTECTION
MISSISSIPPI RIVER CHANNEL IMPROVEMENT
SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.
REVISED 30 SEPTEMBER 1985

MAPPING
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The Flood Control Act approved 15 May 1928 and amendments provide for the preparation of topographic maps of the alluvial valley in the furtherance of the control of floods on the Mississippi River and tributaries.

Purpose

To provide up-to-date maps that will be used in the control of floods on the Mississippi River and tributaries.

Progress of Work

Sixty-five quadrangle maps have been authorized, of which all maps have been published to the scale 1:62,500.

New Work was completed in FY 1956. Future work consists of maintenance of quadrangle maps. Revised maps will show change in topography and culture as required for flood control and navigation features of the project.

The series conversions of the Donaldsonville and Mount Airy quadrangle maps completed in Fiscal Year 1984 and Chef Menteur and Spanish Fort Quadrangle will be complete in Fiscal Year 1985 along with the New Orleans Area Map scale 1:250,000.

Cost

\$1,112,967

3-11



MISSISSIPPI RIVER COMMISSION
FLOOD CONTROL AND NAVIGATION IMPROVEMENT
MISSISSIPPI RIVER CHANNEL IMPROVEMENT
DREDGING
SCALES AS SHOWN

U.S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
REVISED 30 SEPTEMBER 1983

BONNET CARRE SPILLWAY
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Project

Authorized under Jadwin Plan, approved by Flood Control Act of 15 May 1928 and amendments.

Purpose

To furnish protection for the city of New Orleans about 26 miles downstream. Specifically, its use is intended, when necessary, to prevent the river stage at Carrollton gage in New Orleans from exceeding 20 feet M.S.L.

Progress of Work

Project is complete

DATE OF COMPLETION

Structure-----	10 Feb. 1931
Levees-----	1932
Utility Crossings-----	1936

PERTINENT DATA

Design capacity-----	250,000 C.F.S.
Floodway length-----	5.7 miles
Width at River-----	7,700 feet
Width at Lake-----	12,400 feet
Length of Weir-----	7,000 feet
12 Miles of Guide Levees-----	12,001,000 cu. yds.
U.S. Lands-----	7,623.48 acres

ACTUAL OPERATION DATA

Date	Bays Open	Max. Flow C.F.S.
30 Jan. to 7 Mar. 1937	285	211,000
23 Mar. to 18 May 1945	All 350	318,000
10 Feb. to 19 Mar. 1950	All 350	223,000
8 Apr. to 21 Jun. 1973	All 350	195,000
14 Apr. to 26 Apr. 1975	225	110,000
18 Apr. to 21 May 1979	All 350	191,000
20 May to 23 June 1983	All 350	268,000

100% complete

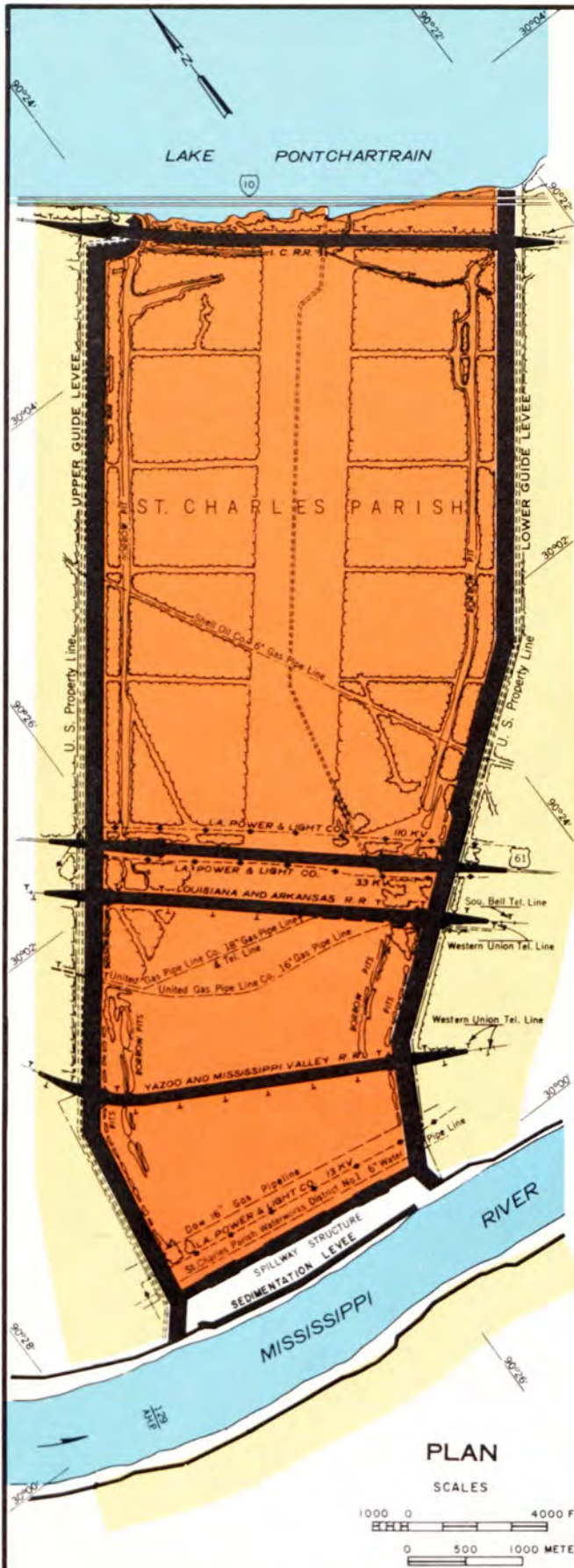
Cost of Construction

\$14,212,198

3-12

INDEX

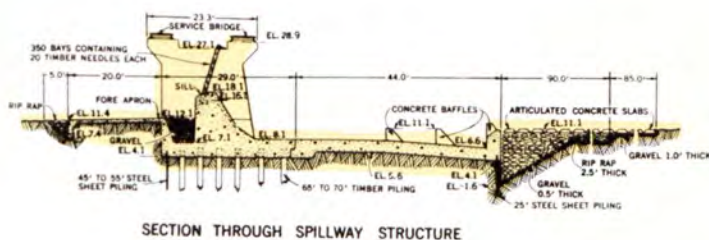
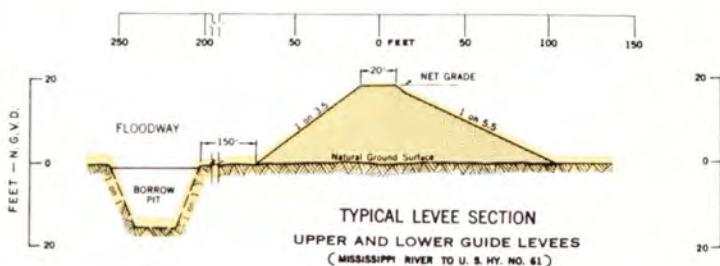
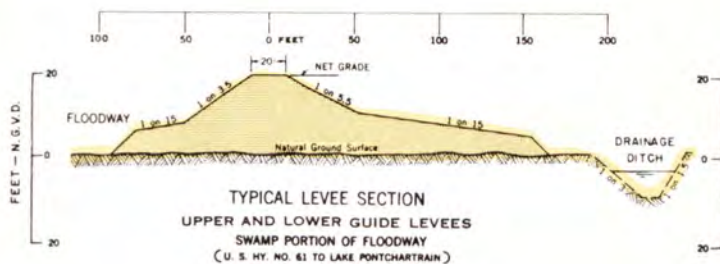
SCALES
MILES
0 40 80
KILOMETERS
0 50 100



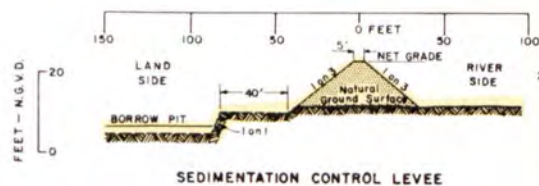
LEGEND

 Improvements completed

NOTE: Elevations are in feet and refer to National Geodetic Vertical Datum



SECTION THROUGH SPILLWAY STRUCTURE



SEDIMENTATION CONTROL LEVEE

MISSISSIPPI RIVER COMMISSION WORK FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES BONNET CARRE SPILLWAY

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1983

LAKE PONTCHARTRAIN
CONDITION OF IMPROVEMENT, 30 JUNE 1966

Project

Flood Control Act of 24 July 1946, House Document 691, 79th Congress, 1st Session Public Law 526, 79th Congress), provides for reconstruction and landside enlargement of existing lakeshore embankment across Jefferson Parish (with suitable erosion-protection works lakeward therefrom); also enlargement of return levees along Orleans and St. Charles Parish lines to prevent flanking.

Project modified by Flood Control Act of 17 May 1950, Senate Document 139, 81st Congress, 2d Session, by which the work was incorporated into the project, "Flood Control, Mississippi River and Tributaries." The modification provides for strengthening of existing embankment, increased erosion-protection works, suitable enlargement of return levees along Orleans and St. Charles Parish lines, and rehabilitation and improvement of the drainage facilities by the Fourth Jefferson Drainage District.

Purpose

The purpose of the project was to provide protection against hurricane tides from Lake Pontchartrain.

Physical Data

Normal Tide - - - - - 0.8 ft.
Lake Pontchartrain Storm Tide - - - 6.1 ft. (All time high - West End High Water Mark,
1915 Hurricane)

Progress of Work

FLOOD CONTROL GENERAL PROJECT

	<u>Length</u> <u>Miles</u>	<u>Contents</u> <u>Cu. Yds.</u>	<u>%</u> <u>Complete</u>
Levee Enlargement:			
East Return Levee (Orleans Parish)	2.3	61,371	100
West Return Levee (St. Charles Parish)	4.9	722,000	100
Embankment Enlargement (Hydraulic Fill)			
Lake Front Levee (Lake Pontchartrain)	10.2	3,536,040	100

The hydraulic fill will not be shaped to project section nor wavewash protection placed under the Flood Control General Project.

The project is complete.

FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES PROJECT

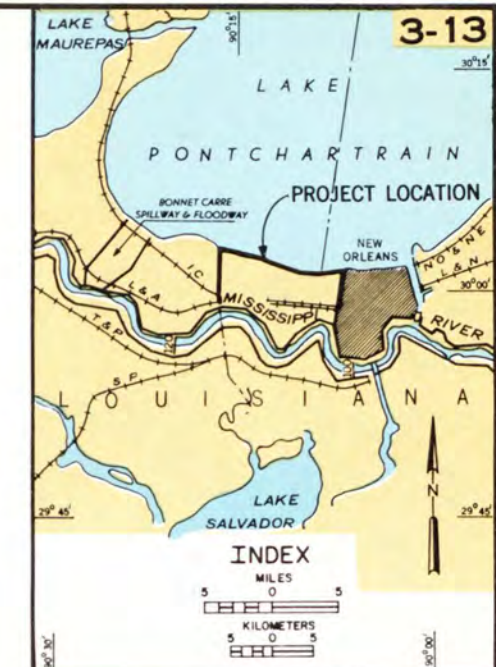
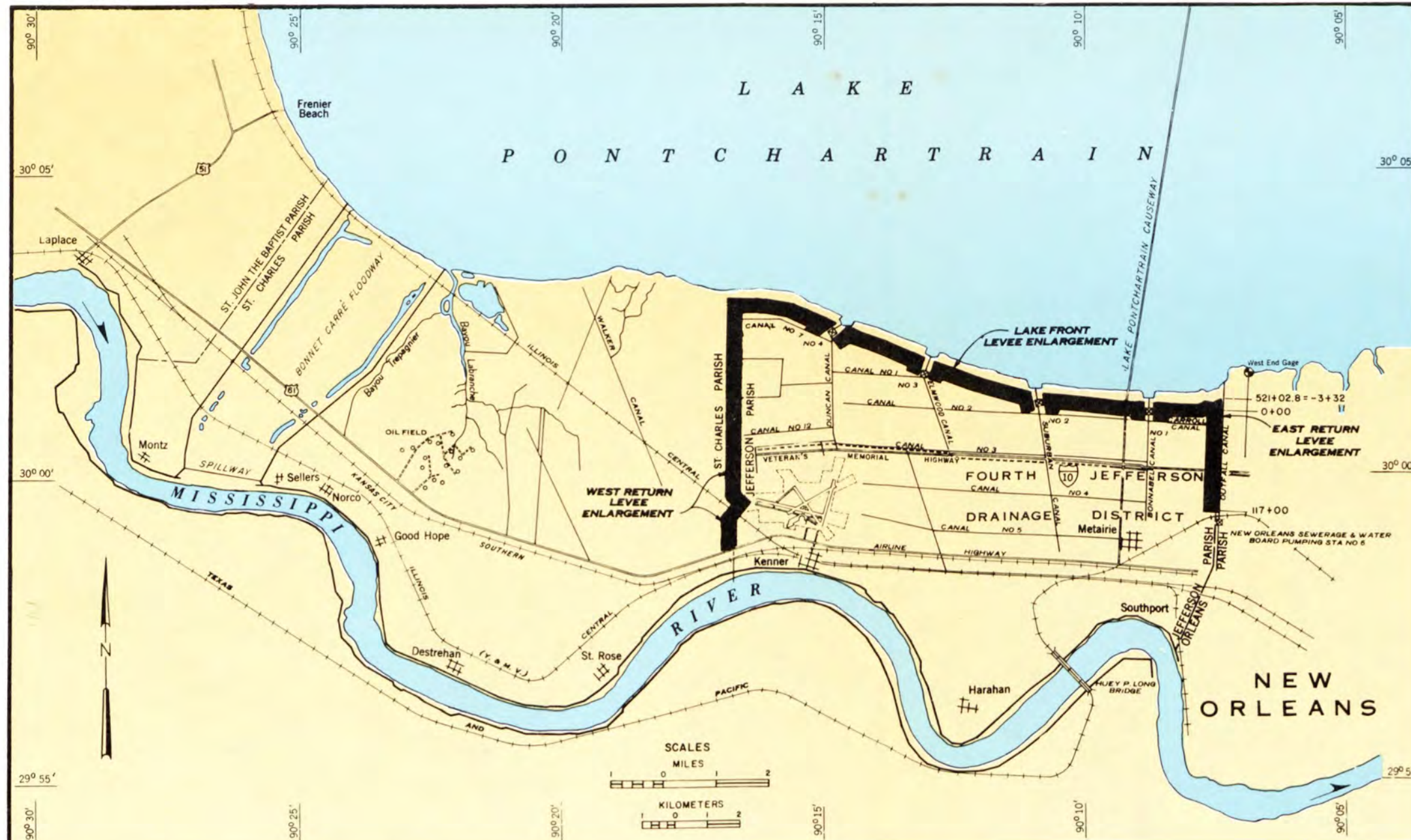
Levee Enlargement:
Total: 17.4 miles
 East Return Levee (Orleans Parish) Completed 28 August 1962
 West Return Levee (St. Charles Parish) Completed 17 May 1965
 Lake Front Levee (Lake Pontchartrain) Completed 5 August 1965

Wavewash Protection:
 Lake Front Levee (Lake Pontchartrain) Completed 14 July 1964

The project is 100% complete.

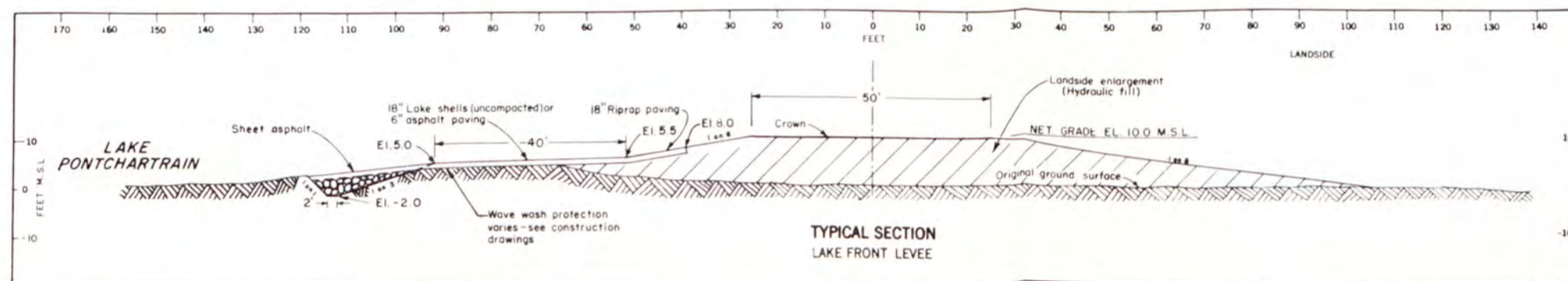
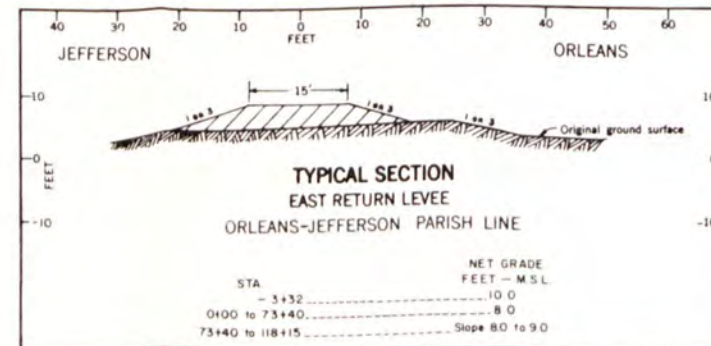
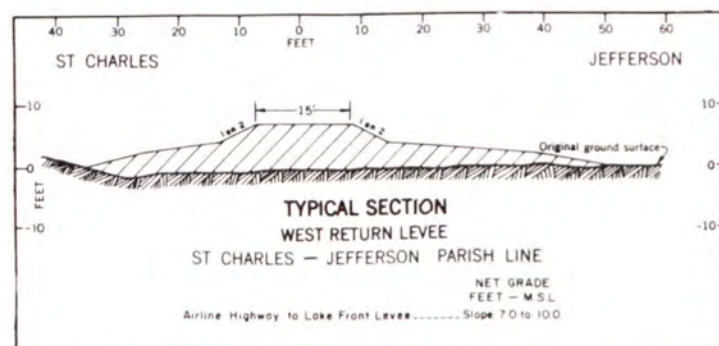
Cost

	\$1,440,000.00	Construction general
	5,513,109.66	F.C.M.R. and T.
	<u>1,350,000.00</u>	Contributed funds, F.C.M.R. and T.
Total	\$8,303,109.66	



LEGEND

- Improvements completed
- Existing pumping station



MISSISSIPPI RIVER COMMISSION WORK
FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES
LAKE PONTCHARTRAIN

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

Revised 30 September 1983

MAPPING
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Project

The Flood Control Act approved 15 May 1928 and amendments provide for the preparation of topographic maps of the alluvial valley in the furtherance of the control of floods on the Mississippi River and tributaries.

Purpose

To provide up-to-date maps that will be used in the control of floods on the Mississippi River and tributaries.

Progress of Work

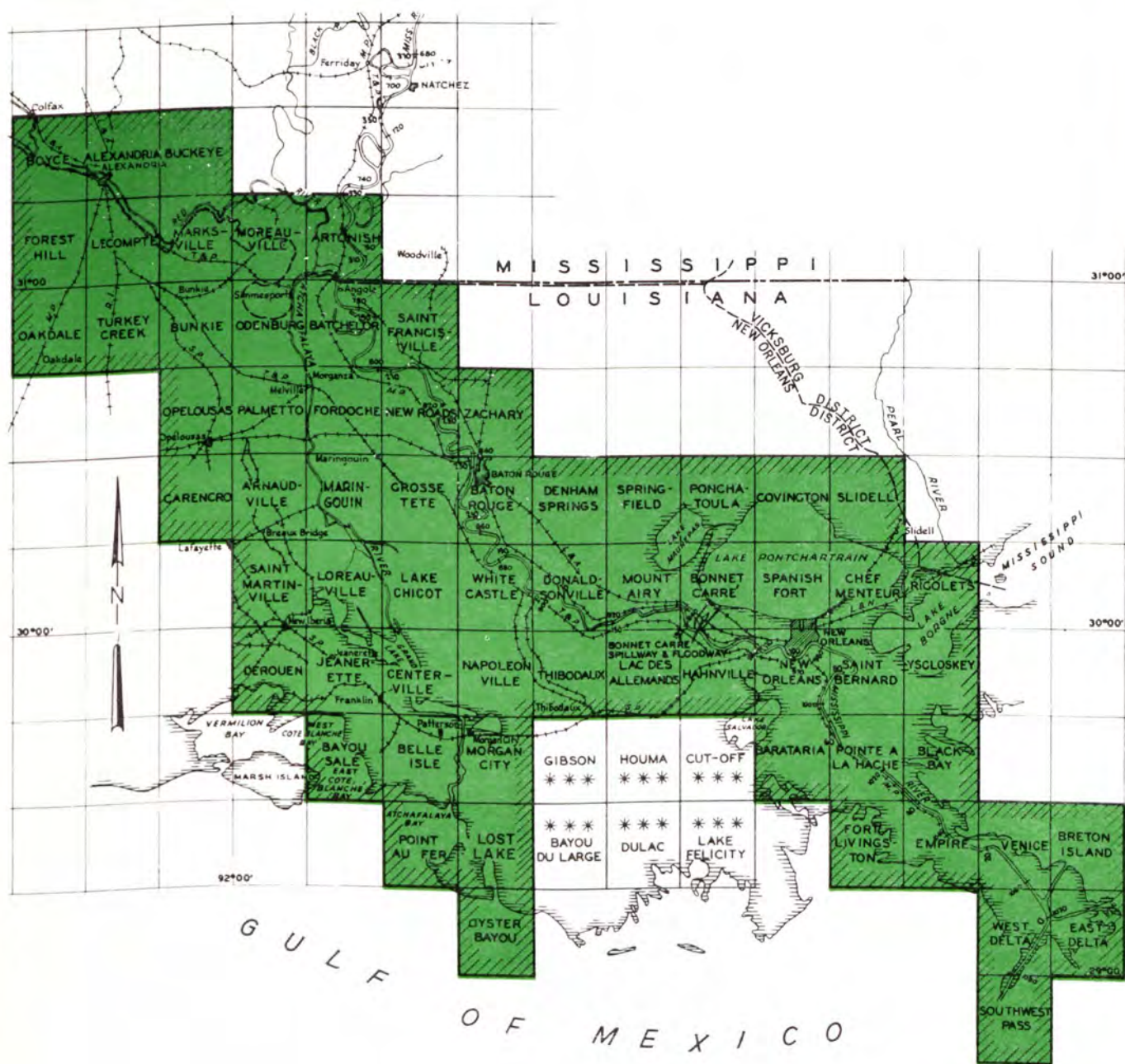
Sixty-five quadrangle maps have been authorized, of which all maps have been published to the scale 1:62,500.

New Work was completed in FY 1956. Future work consists of maintenance of quadrangle maps. Revised maps will show change in topography and culture as required for flood control and navigation features of the project.

The series conversions of the Chef Menteur, Donaldsonville, Mount Airy and Spanish Fort quadrangle maps are scheduled for completion in Fiscal Year 1984.

Cost

\$1,112,967



LEGEND



QUADRANGLES COMPLETE,
TO BE REVISED AS NECESSARY



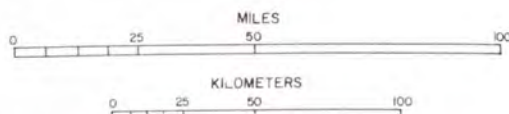
U S G S
QUADRANGLES



MILES BELOW CAIRO

MILES ABOVE HEAD OF PASSES

SCALES



MISSISSIPPI RIVER COMMISSION WORK

FLOOD CONTROL MISSISSIPPI RIVER AND TRIBUTARIES

MAPPING

SCALES AS SHOWN

OFFICE OF THE DISTRICT ENGINEER, NEW ORLEANS, LA.

REVISED 30 SEPTEMBER 1985

BAYOU DES GLAISES DIVERSION CHANNEL
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Flood Control Act of 22 June 1936, provides for a diversion channel between Bayou Des Glaises, at Moreauville, and the borrow pit of the West Atchafalaya Basin Projection Levee at a point approximately 3-1/4 miles south of Hamburg; to construct one timber, steel, and concrete highway trestle, and one creosoted timber railroad trestle; and to readjust utilities; all in Avoyelles Parish, La.

Flood Control Act of 28 June 1938, provides for reimbursement of local interests for their expenditures in connection with Rights of Way, which expenditures include the cost of readjustment of utilities and construction of bridges.

The Flood Control Act of 24 July 1946 authorized the inclusion of this project in the existing flood control project for the Alluvial Valley of the Mississippi River.

Purpose

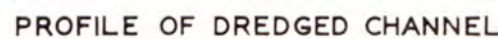
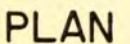
The purpose of this project is to provide for a diversion channel between Bayou Des Glaises, at Moreauville, and the borrow pit of the West Atchafalaya Basin Protection Levee at a point approximately 3 1/4 miles south of Hamburg.

Progress of Work

Excavated length of channel 32,215 feet; average depth approximately 18 feet. Both the diversion channel and right-of-way flowage easements are complete. See sheet 3-4A Atchafalaya Basin Floodway, Louisiana.

Cost

\$387,917.22

BAYOU DES GLAISES
DIVERSION CHANNEL

REVISÉ 30 SEPTEMBER 1983

OLD RIVER, LA.
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

Authorized by Public Law. 780, 83rd Congress approved 3 September 1954, to provide for control of flows from the Mississippi River to the Atchafalaya River and Basin by mechanically operated control structures on the right bank of the Mississippi River. This is a modification of Flood Control Act of 15 May 1928.

Purpose

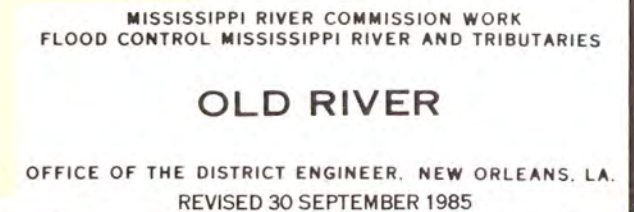
The purpose of the project is to prevent capture of the Mississippi River by the Atchafalaya River and maintain 1950 flows in the Atchafalaya River.

Progress of Work

FEATURES	COMPLETED	UNDER CONSTRUCTION
Navigation Lock (Including bridge over lock)	Mar 1965*	---
Channels, scour protection, and clearing		94%
Levees, new and enlargement		95%
Old River Closure	Oct 1963	---
Low Sill Structure	Jun 1959	---
Over bank Structure	Oct 1959	---
Revetments		75%
Land Acquisition	Jun 1981	---
Relocations		95%
Auxiliary Structure and Appurtenances		87%
Entire project is 92% complete.		
*Lock opened to navigation 15 March 1963.		

Cost

	\$220,000,000 Auxiliary Structure
	<u>\$ 86,000,000 Other</u>
Total	\$306,000,000



OLD RIVER, LA.
MAJOR REHABILITATION
CONDITION OF IMPROVEMENTS, 30 SEPTEMBER 1983

Project:

Authorized by Public Law No. 780, 83rd Congress, approved 3 September 1954, to provide for control of flows from the Mississippi River to the Atchafalaya River and Basin by mechanically operated control structures on the right bank of the Mississippi River. This is a modification of Flood Control Act of 15 May 1928.

Purpose

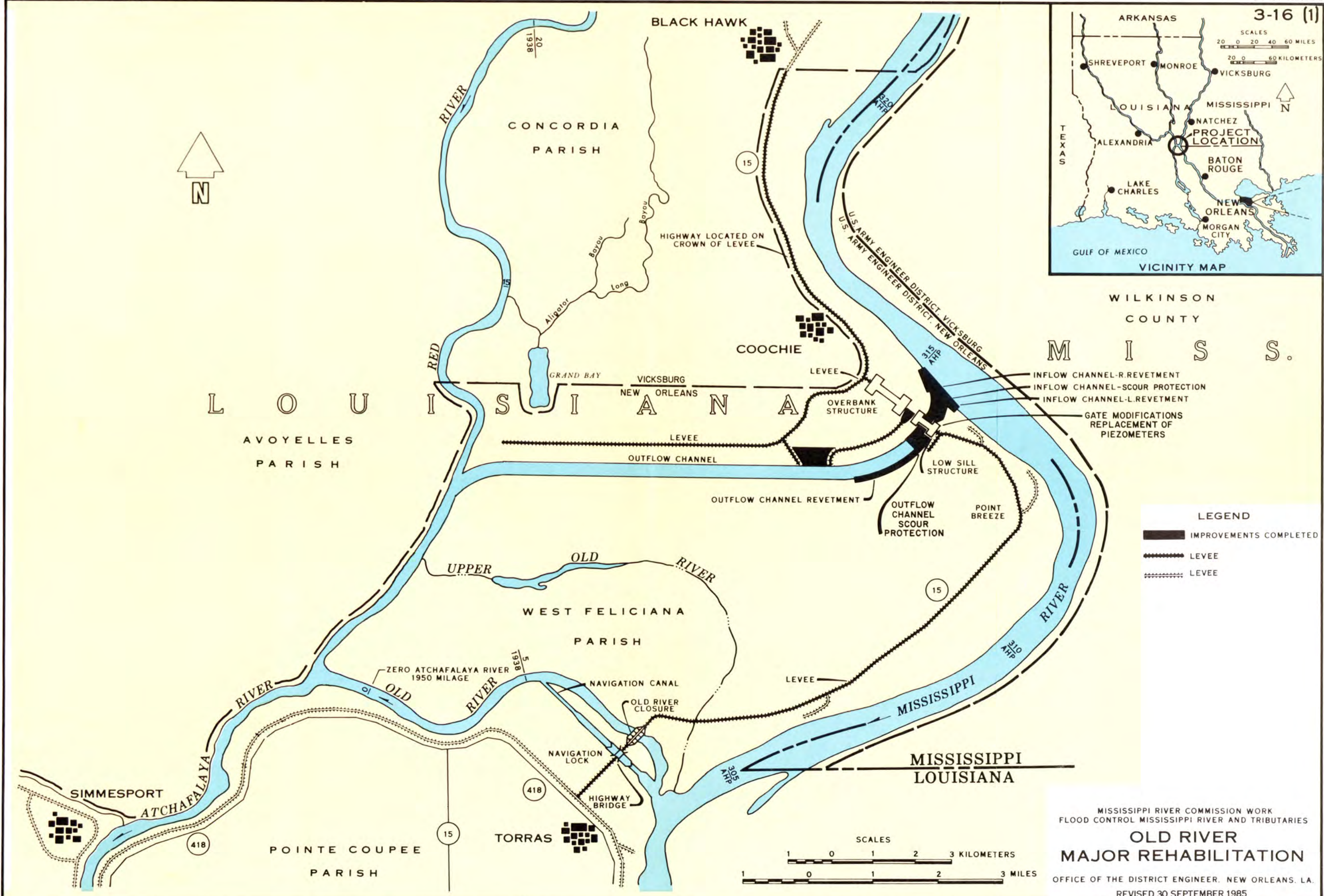
The purpose of the Old River Complex is to prevent the Mississippi River from changing its course to that of the Atchafalaya River, and to maintain the annual distribution of flows in approximately the same proportion as occurred in 1950. The low sill control structure and adjacent channels were extensively damaged during the 1973 flood. This project consisted of measures for repair and rehabilitation to allow the complex to meet the normal operating requirements which the authorizing law imposed on it.

Progress of Work

The project is 100% complete.

Cost

\$31,113,000



MISSISSIPPI DELTA REGION
SALINITY CONTROL STRUCTURE
LOUISIANA
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The project is one of those authorized under the Comprehensive Plan for modification of flood control and improvement of the lower Mississippi River. Approved under Public Law 89-298, 27 October 1965, House Document No. 308, 89th Congress, 1st Session.

Located in the Lower Mississippi River Delta Region in Plaquemines Parish, Louisiana, the project consists of four salinity control structures. There will be two (2) structures on each bank of the Mississippi River with necessary channels and levees that will divert fresh water from the river to the bays and marshes below New Orleans, La. for fish and wildlife purposes.

The four salinity control structures were proposed by the U. S. Fish and Wildlife Services in cooperation with the Wild Life and Fisheries Commission.

Local interests shall contribute 25% of the cost of the improvement as required by the Water Resources Development Act of 1974 (PL 93-251, Section 77), including the cost of lands, easements and rights-of-way; hold and save the United States free from damages due to the construction works; and operate and maintain the works after completion.

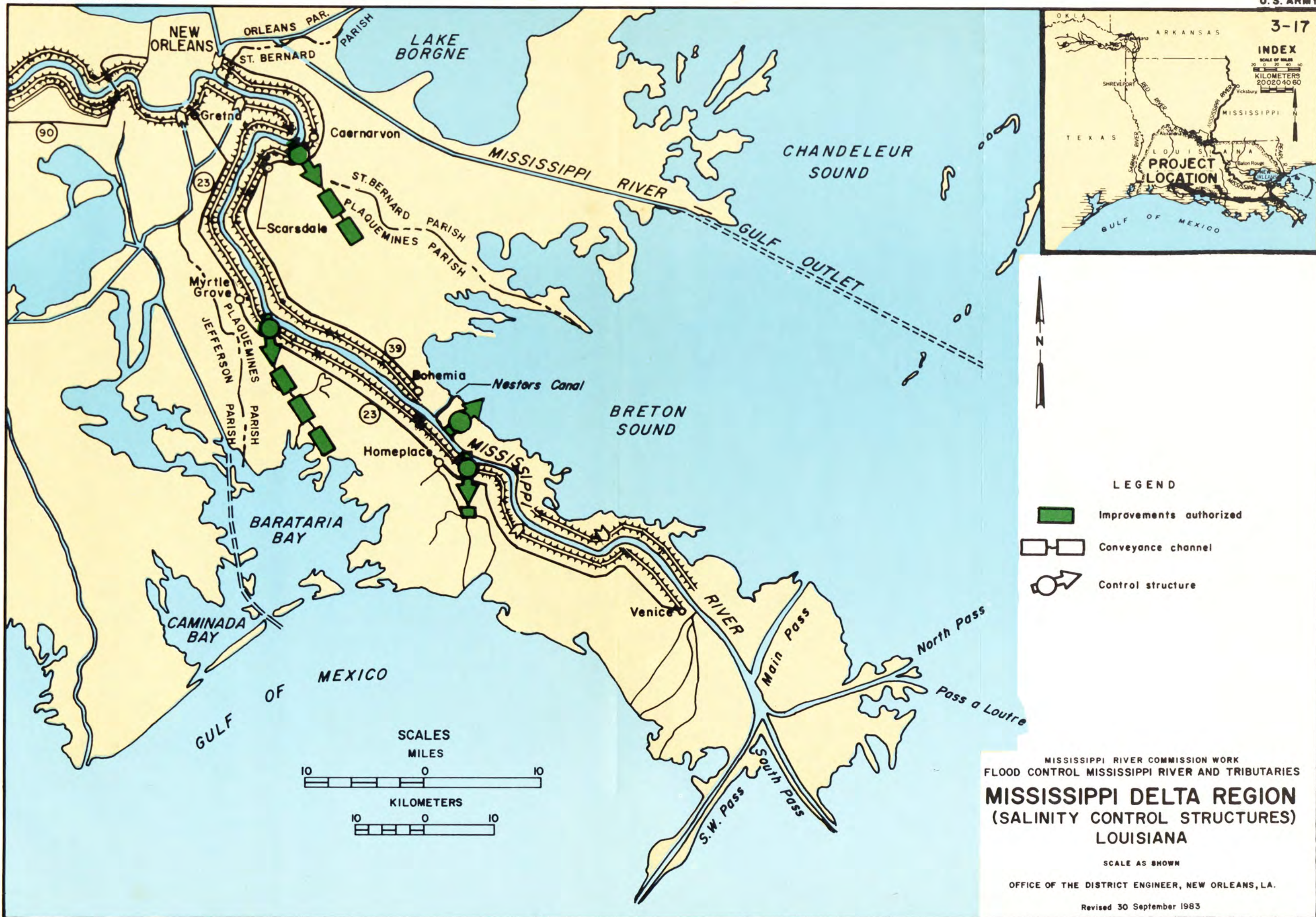
Letters of intent were furnished by local interests for the Bohemia and Caernarvon structures in December 1969. Initial studies were suspended in 1970 at the request of local interests who were restudying freshwater needs in the area. The project remained inactive until January 1982, when the State of Louisiana indicated an interest in implementing the Caernarvon structure and furnished a letter of intent that the State would provide the local interest share of project funding and further, would consider the use of advance local funding to expedite the project. Since the project was not funded at the time of receipt of the letter of intent, the sums of \$25,000 were transferred into the project in FY 82 and again in FY 83. These funds were used to begin design studies on the Caernarvon structure. The project is included in the FY 86 budget.

Maximum stages from spring floods on the river are 20 feet above Mean Sea Level at New Orleans.

A combined general design and detailed design memorandum will be prepared for the Caernarvon structure, and it is scheduled for completion in September 1985. Additional studies include both pre and post construction water, sediment, and biological monitoring programs. Construction of the Caernarvon structure is scheduled to start in February 1987.

\$35,700,000 (Four structure)

\$13,100,000 (Caernarvon Structures)



Project

The project is authorized under Public Law 91-611, Flood Control Act of 1970, approved 31 December 1970, Senate Document No. 91-113.

The project is located in Rapides, Avoyelles, St. Landry, and St. Martin Parishes, Louisiana. The plan of improvement provides for an outlet for floodflows and drainage from the Chatlin Lake Canal area via Bayou du Lac, Bayou des Glaisses, and the West Atchafalaya basin Protection Levee borrow pit; and thence into Atchafalaya Basin Floodway.

The features of this project include:

1. Flood Control

- a. Enlargement of Chatlin Lake Canal (miles 83.6 - 61.0).
- b. Enlargement of Bay du Lac and Bayou des Glaisses (miles 61-43).
- c. A new land cut and enlargement of an existing drainage canal between Bayou des Glaisses and the Bayou des Glaisses Diversion Channel (miles 43-41).
- d. Enlargement of the Bayou des Glaisses Diversion Channel (miles 41-37).
- e. Enlargement of the WABPL borrow pit from the Bayou des vicinity of Big Darbonne Bayou (miles 37-6).
- f. A dredged-material bank levee on the west side of the enlarged WABPL borrow pit (mile 17) to the WABPL at U.S. Highway 190 to a minimum grade of 2 feet above the flowline and rectification of the intercepted drainage.
- g. A gated structure in the dredged-material bank levee at its crossing of the levee borrow pit near U.S. Highway 190 having two gated barrels, each 10 feet wide by 10 feet high, for low flow into Bayou Courtableau.
- h. A diversion structure in the WABPL in vicinity of Big Darbonne Bayou providing nine gated barrels, each 15 feet high and 10 feet wide.
- i. An outlet channel in the floodway from the diversion structure into the Atchafalaya Basin Floodway, paralleling the existing outlet material bank levee along the east side to confine the flows to about 3 miles below U.S. Highway 190, and rectification of the intercepted drainage.
- j. A channel from the two bridges in the Butte La Rose Road southeastward through the ridge along Bayou Garofier into the marsh area, a distance of about 4.75 miles to provide additional outlet capacity for discharge of floodflows through the natural ridges across the floodway.

a. An overflow weir at the eastern edge of the Lake Pearl area. The crest elevation is estimated to be about 40 feet m.s.l. and equipped with removable flashboards. Considerations also will be given to controlling the placement of dredged material through the Lake Pearl area, and to providing a limited number of gated corrugated pipe culverts through the dredged-material bank for control of inflow and outflow from the areas landward of the dredged-material bank. Dimensions for the weir and dredged material placement will be coordinated with Federal and state fish and wildlife agencies.

b. The intercepted drainage channel south of U.S. Highway 190 will be designed with two wide low flow control sections to an elevation of about 14 to 16 feet m.s.l.

c. A wide weir section at an elevation of 9 feet m.s.l. or higher, will be provided in the outlet channel through the Butte La Rose Road and Bayou Garofier ridge to preserve the low-water elevations and durations for preservation of fish and wildlife values.

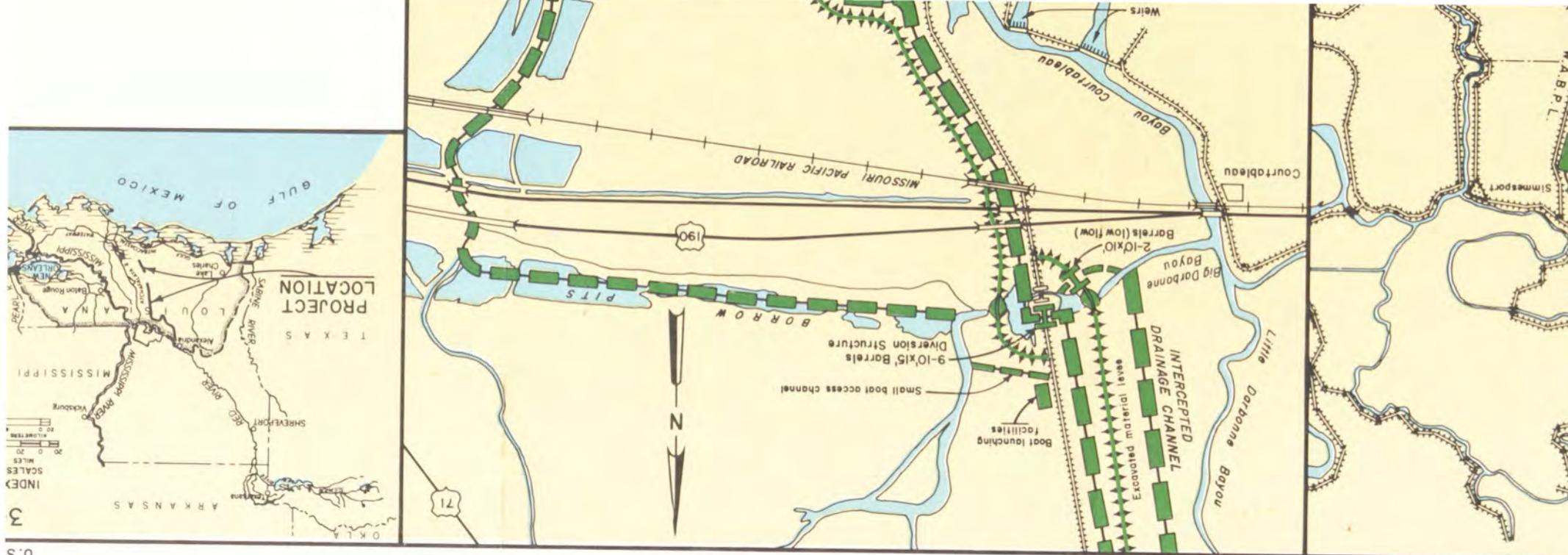
d. The dredged-material bank along the outlet channel in the floodway will sever the access to the floodway from existing boat launching facilities and from squatters camps located along the floodway side borrow pit and Bayou Courtableau. It is proposed to provide a boat launching facility and an access channel upstream of the tie-in of the dredged-material bank levee to the WABPL, and to construct a small boat channel, about 40 feet wide at an elevation of 4 feet m.s.l. (6-foot draft at low water) from the outlet channel to Bayou Courtableau about 3 miles downstream of U.S. Highway 190.

3. Fish and Wildlife Enhancement Measures - The U.S. Fish and Wildlife Service recommends public access to the improved channel at the Lake Pearl weir and parking facilities for about 20 automobiles. The access can be provided by extension of an existing road on the south side of the channel. The rights-of-way acquired for the area at and about 1 mile below the weir will include provisions for public access.

4. Drainage Improvements - The overall plan of improvement includes major drainage laterals and group and on-farm drainage systems to be provided under Public Law 566 under the supervision of the U.S. Department of Agriculture, Soil Conservation Service. This agency is preparing work plans on the areas upstream of U.S. Highway 190 tributary to the levee borrow pit. These drainage improvements are necessary for derivation of the project benefits.

Progress of Work

Planning funds have been made available. The Reevaluation Report is 90% complete. In addition to the authorized plan, alternative plans are being studied and given equal consideration in the planning process. A recommendation is scheduled for submission to higher authority at the end of FY-84.



EASTERN RAPIDES AND SOUTH-CENTRAL AVOYELLES PARISHES, LOUISIANA CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1983

Project

The project is authorized under Public Law 91-611, Flood Control Act of 1970, approved 31 December 1970, Senate Document No. 91-113.

The project is located in Rapides, Avoyelles, St. Landry, and St. Martin Parishes, Louisiana. The plan of improvement provides for an outlet for floodflows and drainage from the Chatlin Lake Canal area via Bayou du Lac, Bayou des Glaisses, and the West Atchafalaya basin Protection Levee borrow pit; and thence into Atchafalaya Basin Floodway.

The features of this project include:

1. Flood Control

- Enlargement of Chatlin Lake Canal (miles 83.6 - 61.0).
- Enlargement of Bay du Lac and Bayou des Glaisses (miles 61-43).
- A new land cut and enlargement of an existing drainage canal between Bayou des Glaisses and the Bayou des Glaisses Diversion Channel (miles 43-41).
- Enlargement of the Bayou des Glaisses Diversion Channel (miles 41-37).
- Enlargement of the WABPL borrow pit from the Bayou des vicinity of Big Darbonne Bayou (miles 37-6).
- A dredged-material bank levee on the west side of the enlarged WABPL borrow pit (mile 17) to the WABPL at U.S. Highway 190 to a minimum grade of 2 feet above the flowline and rectification of the intercepted drainage.
- A gated structure in the dredged-material bank levee at its crossing of the levee borrow pit near U.S. Highway 190 having two gated barrels, each 10 feet wide by 10 feet high, for low flow into Bayou Courtableau.
- A diversion structure in the WABPL in vicinity of Big Darbonne Bayou providing nine gated barrels, each 15 feet high and 10 feet wide.
- An outlet channel in the floodway from the diversion structure into the Atchafalaya Basin Floodway, paralleling the existing outlet material bank levee along the east side to confine the flows to about 3 miles below U.S. Highway 190, and rectification of the intercepted drainage.
- A channel from the two bridges in the Butte La Rose Road southeastward through the ridge along Bayou Garofier into the marsh area, a distance of about 4.75 miles to provide additional outlet capacity for discharge of floodflows through the natural ridges across the floodway.

2. Mitigation Measures

- An overflow weir at crest elevation is estimated to removable flashboards. Consider placement of dredged material the limited number of gated corrugated bank for control of inflow and out material bank. Dimensions for the coordinated with Federal and state.
- The intercepted drain designed with two wide low flow to 16 feet m.s.l.

c. A wide weir section will be provided in the outlet Bayou Garofier ridge to preserve preservation of fish and wildlife.

d. The dredged-material floodway will sever the access facilities and from squatters can and Bayou Courtableau. It is p and an access channel upstream levee to the WABPL, and to const at an elevation of 4 feet m.s.l. channel to Bayou Courtableau abo

3. Fish and Wildlife Enha Service recommends public acces weir and parking facilities fo provided by extension of an exi The rights-of-way acquired for will include provisions for publ

4. Drainage Improvements major drainage laterals and grou under Public Law 566 under Agriculture, Soil Conservation on the areas upstream of U.S. F These drainage improvements a benefits.

Progress of Work

Planning funds have been m complete. In addition to the studied and given equal co recommendation is scheduled for FY-84.

MISSISSIPPI RIVER SHIP CHANNEL GULF TO
BATON ROUGE, LOUISIANA
CONDITION OF IMPROVEMENT, 30 SEPTEMBER 1985

Project

The Supplemental Appropriation Act for FY 1985 (Public Law 99-88 dated 15 Aug 85) provides for construction of a 55 foot deep channel from the Gulf of Mexico to Baton Rouge, La., a distance of 233 miles.

Purpose

The Mississippi River Ship Channel Gulf to Baton Rouge, La., project will provide more efficient deep draft navigation access to the New Orleans and Baton Rouge reaches of the Mississippi River via Southwest Pass by enlarging the existing channel to a project depth of 55 feet and enlarging the adjacent channel along the left descending bank in New Orleans. Harbor to a 40-foot depth, a turning basin at Baton Rouge, and training works in the passes to reduce maintenance.

Progress of Work

Dredging is scheduled to begin in July 1986.

Dredge from Gulf of Mexico to Mile 173 to 50 feet.

Dredge from Mile 182 to 50 feet

Dredge from Gulf of Mexico to Mile 173 from 50 feet to 55 feet.

Dredge from Mile 173 to 182 from 50 feet to 55 feet.

Dredge from Mile 182 to Baton Rouge, La. from 40 feet to 55 feet.

Cost

Total \$492,000,000

